



Hongkong Daily Press.

ESTABLISHED 1857

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is bad at any time; but where your eyes are concerned, delay may be injurious.
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Optician,
12, Queen's Road C.

No. 19,338.

號八廿百六千九萬一第

日七初月四年酉辛

HONGKONG, SATURDAY, MAY 14TH, 1921.

六期星

號四十月五年十國民華中

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INTIMATIONS JUST LANDED

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TIME-TABLE.

WEEK DAYS	
7.00 a.m.	8.00 a.m. every 15 minutes
8.00 " "	9.00 " "
9.00 " "	10.00 " "
10.00 " "	11.00 " "
11.00 " "	12.00 noon
12.00 p.m.	1.00 p.m.
1.00 p.m.	2.00 p.m.
2.00 " "	3.00 " "
3.00 " "	4.00 " "
4.00 " "	5.00 " "

NISSIN CLAS
8.50 p.m., 9.00 p.m., 9.30 p.m.
8.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAY
Extra Car=12 midnight.

SUNDAY
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes

10.30 " " 11.00 " "

11.00 " " 12.00 noon

12.00 p.m. 1.00 p.m.

1.00 p.m. 2.00 p.m.

2.00 " " 3.00 " "

3.00 " " 4.00 " "

4.00 " " 5.00 " "

NISSIN CLAS
As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
but not for special cars can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comproder Order: represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.
On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS	
Stations	Time
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COMMUNICATIONS IN CHINA.

A. PRESIDENTIAL SURVEY.

The Bureau of Economic Information extracts from President Hsu's new book, "China After the War," which has just appeared in an English translation, the following survey of present-time communications facilities in China:—

Altogether there are in China twenty-four railway lines with a total mileage of about seven thousand. Of this 2,600 miles are foreign concession lines, namely, the Chinese Eastern, the South-Manchurian, the Kiaochow-Tsinan, the Canton-Kowloon, the Yunnan Railway and the Lung-chen while the Chinese Government lines number only eighteen, and extend over about 4,500 miles. This is certainly altogether insufficient. The United States with a territory of about the same size, and with only one-fourth of our population, has 200,000 miles of railways, or 40 times as long as ours. Moreover, many of our lines, though now nationalized, were at first built with foreign capital. The diversity of foreign interests has made it impossible to lay out lines according to some comprehensive plan for the whole country.

Such being the case, part of the capital seems to have been invested in unimportant routes, while many more important regions are without any modern means of communication. Ever since the first construction of railways in China forty years ago, no less than \$400,000,000 has been expended. Yet trunk lines are found only north of the Yangtze River and east of Honan province, leaving the great plains to the south and west practically untraversed. In this way such portions of the country as Shensi, Kansu, Szechwan and Kweichow, are inaccessible to the coast, and their development is consequently retarded, industrially as well as commercially. Nor is this all, for in recent years railway loans made to China have often partaken of the nature of politico-commercial transactions. This not only hinders the proper industrial development of the country, but it also sows the seeds for future international complications. Therefore, in the interests of all concerned, such arrangements should be modified so as to preclude all undesirable possibilities.

Just as railways may be compared to the lines of longitude, so may roads and highways be compared to the lines of latitude. Each supplements the other and each has its sphere of usefulness. In ancient China well-constructed roads radiated from the Metropolis to the provincial capitals and from these to other cities of the country. There were more than 60,000 miles of such roads, but now-a-days few of them are good for travelling. This is partly the result of age-long neglect of repairing and partly the result of late disease, since the modern postal and telegraph services no longer employ the old courier roads. A few new roads have indeed been constructed by the municipalities of Peking, Tientsin, Shanghai, Hankow, and other cities, but the government at large has not had the time nor money to build a respectable system of highways for the whole country. Consequently, inland travel is especially laborious, and transit over one hundred miles will occupy a longer time than over one thousand on the railway. In foreign countries, however, there is a perfect network of roads and highways, connecting cities and cities, villages and villages, and the stream of traffic is almost endless—whether by carriages, carts, or motor-cars or trucks, and whether in the carrying of goods or passengers. The United States alone has more than two million miles of highways.

With an pretentious railway mileage, China has more need of an adequate system of good roads and highways. Some time ago, the Ministry of Interior promulgated a set of regulations for the construction of highways, which fixed the breadth of those to be built by the Central Government at fifty feet, those by the provincial authorities thirty feet, and those by the district authorities twenty-four feet. As regards the width of those built by the village authorities, the standard was to be adopted according to the needs of the local community. The programme suggested by the Ministry is an ambitious one. Although it is not easy to carry it out completely, a good beginning, for example, will have been made if the old courier roads are reconstructed so that there will be 10,000 miles of modern roads radiating from the National Capital and another 50,000 miles radiating from the provincial capitals. The old courier roads make good foundations, and the expense of repairing them will certainly not be so great as that of constructing highways on entirely new road-beds.

China has long been considered as a country very favourably provided with inland waterways. The mileage of rivers navigable by Chinese junks is over 20,000 miles and that of waterways navigable by steamers and steam launches another four or five thousand miles. Since the opening of the country to foreign trade and residence however, Chinese shipping has been seriously handicapped. Because of treaty stipulations, most of the large rivers as far north as the Sungari River, as far west as Chungking, and as far south as the Pearl and West Rivers are open to navigation by foreign vessels. Since then the rôle between the guest and host has been reversed; for, not only are the Chinese junks unable to compete with foreign shipping, but also few Chinese steamship companies prosper under such conditions. The China Merchants Steamship Navigation Company is among the few notable exceptions. Consequently, of the one thousand odd steam vessels plying to and fro on the waterways during the last year, only one-fifth or 200 few the Chinese flag.

As regards ocean-going vessels, the tonnage of Chinese shipping is almost nil. In Fukien and Kwangtung, the Chinese business men favouring commerce with the South Sea islands own a few cargo steamers of some 2,000

tons each, and the Chinese merchants in the United States now run the China Mail Steamship Company with two or three larger vessels averaging 10,000 tons each. Otherwise, the shipping is entirely in foreign hands. Moreover, the vessels above mentioned are generally registered with the British, American and Dutch authorities; hence the Chinese commercial flag remains yet to be seen in foreign ports. For international trade to prosper, one cannot rely solely upon foreign shipping. So, as long as China does not develop a merchant marine of her own, her trade and commerce with the rest of the world will always be handicapped.

Much progress has of late been recorded of the country's postal and telegraph services. But we are still lagging a long way behind the other nations. According to the report for 1918, the number of mails carried by the post office aggregated 300,000,000 pieces. This would work out at less than one piece per capita of China's 400,000,000 population. In Europe, on the other hand, the figures show from fifty to sixty pieces per capita of its population. As to telegraph lines, we have at present not more than 40,000 miles whereas in the United States there are 1,830,000 miles of them. The proportion is, therefore one to forty.

Such then is the industrial backwardness of China. In order to remedy the situation, we need to establish a stable Government, revise the taxation system, encourage technical skill, and get together a larger amount of capital. Above all, the people should be taught to have a knowledge of international conditions—social, political and especially economic. The Europeans and Americans generally have far better commercial and industrial training, yet part of their post-bellum reconstruction programme is to make such education more universal so that there shall be greater productive power and greater efficiency. How much more have we, who are in these respects backward, to spur forward!

TRADE AND COMMERCE IN CHINA.

China being vast in territory and population, trade has flourished all through these centuries. Hence there has been developed in the Chinese business world a well ordered system of customs and conventions, of commercial guilds and associations, of principles of mutual help and mutual protection. Between the employer and the employee, between the buyer and the seller, there is a sort of unwritten contract, and good faith is predicated in all transactions. This explains the prosperity of our domestic, and, to some extent, our foreign trade, as well as the commercial integrity of our merchants.

In the West, it is said that the business man is not born but made. He has his environment to aid him and help further his inclination. Possessing a large fund of capital, a better business organization as well as better commercial and technical knowledge, he is able to invade other countries with his wares. So, coming to China, he studies our needs and requirements. He begrudges no expense to make known by proper advertisement the opportunities in store for the foreign traders. There is close co-operation between the western merchant and the western manufacturer. Whatever the merchant lacks, the manufacturer will produce; whatever the latter needs, the merchant will supply. Added to this, are the facilities of transportation, communication, exchange and credit. Such being the case, it is little to be wondered at that the foreign trader reaps handsome returns wherever he goes.

A Chinese merchant, however, is not so favourably situated. Lacking up-to-date knowledge, he is unable to seize time by the forelock, and, lacking incentive, he is apt to let handsome opportunities slip by. Besides, he is seriously handicapped by insufficient capital, lack of adequate transportation and communication facilities, uncertainty of commercial laws, the existence of the cumbersome like system, an unfair tariff schedule, lack of up-to-date commercial information, disorganized state of internal currency, and lack of an international credit system. Hence the follows where others lead; he responds where others direct; he does not venture beyond the coast. Foreign goods are imported by foreign traders, although he may be asked to carry on an agency in the interior of the country. Similarly, Chinese goods are exported by foreigners, and, very often, the latter commission their agents to scour the interior for native goods. The Chinese merchant is not consulted and he is left out in the cold.

Moreover, that China imports are chiefly manufactured goods and what she exports are chiefly agricultural products. In such exchange between a country possessing raw materials and another possessing manufactured articles, the inevitable loss would naturally be on the former. Besides, such fancy articles as Chinese embroidery, carved wood, lacquerware, porcelains, gems and jade, etc., can no longer find large foreign markets, for their lovers of former-days have now perforce to retrench in their expenditure after the War and discourage the purchase of luxuries.

On an average, China imported during the last few years Tls. 550,000,000 and exported Tls. 470,000,000 worth of goods annually. The difference was, therefore, Tls. 80,000,000 in favour of imports. After the War, the trade with Europe has gradually revived while commerce with Japan and America is bound to grow even greater in amount. As our foreign trade is almost entirely in the hands of foreigners, we shall be exporting more and more raw material and importing more and more manufactured products, with perhaps a greater and greater difference in favour of the latter. If so, the continual drain upon our natural resources as well as specie supply will be tremendous, yet in addition to that we have to pay every year sixty million taels as interest and part principal due on the Boxer Indemnity. The outlook is, therefore, uninviting, and it behooves our commercial and financial classes speedily to devise ways and means to ameliorate the situation. On the other hand, the other

(Continued at foot of next column.)

BRITISH NAVY ESTIMATES FOR THE FAR EAST.

We give below the Votes for the Far East as far as they appear on the face of the Navy Estimates for the year 1921-22. The figures in parentheses, where given, are the votes of the year 1920-21. In the present estimates, the votes for the naval yards abroad are lumped together, so that we are unable to give the usual details of the different departments at Hongkong and elsewhere in the Far East, as was the custom before the War. The only items available are under the heads of works, buildings and repairs, and certain miscellaneous votes of a more or less unimportant character. It is of interest to note, however, that a decrease of £21,000 in the total vote for salaries and allowances for naval yards abroad is due mainly to reduced cost of staff on the China Station (Hongkong, Weihaiwei, and Shanghai) owing to the fall in the value of the dollar, to a slight decrease in bonus for English staff employed at Naval yards abroad, and to a reduction in overtime payments, modified by the grant of increased bonus to locally engaged staff. Progressive increases of pay, the grant of Servants' Allowance to Naval Officers, and the grant of a more favourable exchange compensation concession to personnel on the China Station.

HONGKONG.
Works, Buildings and Repairs.—One Battery shed for submarines £2,250, further amount required for completing the work £15,180 (machinery estimate £11,000); storage accommodation for oil fuel £45,600 (machinery estimate £45,600); extension of electrical fitting shop £2,000, further amount required for completion £2,800 (machinery estimate £2,800); roadways and paving round basin and dock £3,100. Total, £76,330. Minor works, additions and alterations £2,000; ordinary repairs and maintenance £2,520.

Salaries and Allowances.—£2,705 (£2,941); wages of police £4,550 (£2,000); miscellaneous services, £391; allowances to draughtsmen and others for instruction of apprentices, etc. £40 (£40); wages, clothing, etc., of police force, £15,100 (£14,750); gas and electric current, £70 (£710); hospital and infirmary, £2,125.

SINGAPORE.
Works, Buildings and Repairs.—One Battery shed for submarines £2,250, further amount required for completing the work £15,180 (machinery estimate £11,000); storage accommodation for oil fuel £45,600 (machinery estimate £45,600); extension of electrical fitting shop £2,000, further amount required for completion £2,800 (machinery estimate £2,800); roadways and paving round basin and dock £3,100. Total, £76,330. Minor works, additions and alterations £2,000; ordinary repairs and maintenance £2,520.

WEIHAIWEI.
Works, Buildings and Repairs.—Residence for senior and subordinate officers, £1,700; probable expenditure to March 31st, 1921, £2,300; total estimate for work, £3,000, increased from £2,300; minor works, £1,340; ordinary repairs and maintenance £2,180.

Miscellaneous.—Civilians employed on miscellaneous services, £1,076.

SHANGHAI.
Naval Agent (Accountant Officer, R.N.), £1,204 (£1,304).

Miscellaneous.—Wages, clothing, etc., of police force, £200 (£160); hospital and infirmary, £540.

THE GROWTH OF SHANGHAI.

LABOUR AND PORT FACILITIES.

The proposed International Labour Information Bureau at Shanghai is now in course of formation. Thirty-one firms have entered their names for membership, of which 19 are British, seven American, one French, and three Japanese. The next step, says a special correspondent of "The Times" Trade Supplement, will probably be to invite the big Chinese employers of labour to join. It is anticipated that they will accept, for Chinese, like foreign, employers are alive to the potentialities of Shanghai as an industrial centre.

Interesting evidence of this is a scheme for the development of Woosung, at the mouth of the river on which Shanghai stands, and some fourteen miles away from Shanghai itself. A Chinese syndicate intends to co-operate with the Shanghai-Nanking Railway in developing Woosung as an industrial district. The scheme is still in embryo, but the intention is to lay down a system of roads with tramways connecting with the termini of the Shanghai tramways; to provide new wharfage facilities and to connect them with the railway line that runs to Shanghai; to build godowns and to provide housing for employees. The prime mover of the scheme is a Mr. Chang Chien, of Nantongchow, not far from Shanghai, a well-known and influential Chinese who have been particularly active in various industrial enterprises.

The scheme has received much notice in the local Press, which is almost daily equipped with discussions arising out of the rapid expansion of Shanghai and the difficulty of finding suitable localities for new undertakings. The scheme is also interesting in connection with a conference which is to be held here next October, under the auspices of the Whangpoo Conservancy Board, to consider the whole question of port development. It will be international in character, the countries to be represented being Great Britain, France, the United States, Japan and Holland, each of which is to nominate an engineer, who shall be a specialist in harbour and river work.

In the opinion of men long resident in the Yangtze Valley, the problem will have to be considered in relation to schemes for Yangtze River Conservancy. The latter is a question which has been talked about for many years without anything material having been accomplished. A fresh scheme for investigation of the whole Yangtze question are, however, now on foot, and it is probable that the proposed development of Woosung, combined with the Whangpoo Conservancy conference, will bring them to a head.

Nations are also in duty bound to assist, for such unsatisfactory conditions are sure to react on the world at large. For not only will China be impoverished, but the Chinese will be too poor to buy the world's surplus supply.

THE CANTON SITUATION.

A VISITOR'S IMPRESSIONS.

A recent visitor to Canton informs the *Daily Press* that Dr. Sun Yat-sen is popular throughout Kwangtung and other provinces only among the labouring and artisan classes, the *literati* and merchants supporting Chen Chung-ming, the Civil Governor. So long as Chen Chung-ming supports Sun Yat-sen (and he has stated that he will continue to support him) Sun Yat-sen's position is considered to be secure. Chen Chung-ming commands from the monied-classes as much money as he requires. The *literati* are not concerned with the reports published in the vernacular papers regarding Great Britain as they have a profound faith in Great Britain's sense of fairplay.

Chen Chung-ming's absence from all functions previous to and during the inauguration of Sun Yat-sen, which has not previously been mentioned, was due to the multifarious duties of his various posts.

The tendency of wages in the Province is decidedly upward.

SUN YAT-SEN AND CHINA.

SIR JAMES CANTLIE'S VIEWS. ALLEGED DECLARATION OF THE LATE DR. MORRISON.

In course of an interview granted to a representative of the *Morning Post*, Sir James Cantlie commented on the Canton Parliament's Manifesto and its election of Sun Yat-sen as President of China. Sir James said that this was but another step towards the realisation of Dr. Sun's ambition—the establishment of a truly democratic Parliament consisting of properly-elected members, and maintained most emphatically that it was not a move inspired by personal ambition, pride of place, or hope of gain. The recent utterances to the effect that Dr. Sun was favourable to communistic methods of government in the South were the slanders of his enemies. Dr. Sun had one ideal—properly constituted democratic rule in China with a Legislature modelled on that of Westminster. Such a programme means opposition to the military tutelage of the North and the consequent enmity of Peking.

Great Britain and the other Powers having pinned their faith to the fortunes of the late Yuen Shih-kai and the parties which succeeded him, recognise the Northern Parliament, and no small guiding factor in the choice was the advice of the late Dr. George E. Morrison, Political Adviser to the Chinese Government. "But," added Sir James, "had Dr. Morrison been alive to-day he would have been a supporter of Sun Yat-sen, against the North."

DR. MORRISON'S ALLEGED STATEMENT. Asked to amplify this important and surprising statement, Sir James Cantlie said:—

After Dr. Morrison's return to this country, and when he was taken ill at his London residence in the early summer of last year, he sent for me. When I answered his call I discovered that his sending for me was not for my medical services, but, to my surprise, in order to make what was practically a denouement declaration and confession concerning his hitherto somewhat antagonistic attitude towards Sun Yat-sen, his programme, and his party. Dr. Morrison said to me: "I can now see that I have all along been mistaken in my man. Had I properly appreciated the character of Sun Yat-sen, I would have furthered his cause. And there would have been no Boxer Rising. Had I the strength and opportunity now I would undo the work of the last ten years and make it my duty to see that Dr. Sun occupied a very different position from what he does now."

The Editor of the *London & China Express* comments on the statement as follows:—"Without suggesting any doubt as to the bona fides of Dr. Cantlie's astonishing declaration, most people who knew the late Dr. Morrison and his work in China will be interested to see if any confirmatory evidence from any other source is forthcoming as to this recantation of his well-known views on the subject. All we can say is that we saw Dr. Morrison several times during his last illness, and heard nothing about it in discussing with him affairs in China."

NAPOLEON'S CENTENARY.

Mr. Churchill as Colonial Secretary, informed the French Government that the British Government had no objection to the centenary of the death of Napoleon being commemorated at St. Helena itself. The programme was expected to take the form of a Roman Catholic service on May 25th, at Longwood, "House where the Emperor died." Guns were to be fired from hour to hour by one of the coast batteries on this island and elevations minutes to six o'clock, the moment at which Napoleon breathed his last, there was to be a salvo of 101 guns in Paris and other European centres where the anniversary was to be celebrated.

YOUR GLASSES SHOULD GIVE REST.

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of changes, adjustments or repairs, send them to the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians (the originators of manufacturing Torio lenses in the Colony) located in 53, Queen's Road, Central. They have the equipment to adjust your glasses to a nicety. ADVT.

CORRESPONDENCE.

EMPIRE MEMORIAL HOSTEL FOR OUR MERCHANT SEAMEN.

TO THE EDITOR OF "THE HONGKONG DAILY PRESS."

Sir, May 1, through your pages, tell all those who have helped to raise funds for the Memorial Hostel (to be erected in the Port of London as the Empire's tribute to her Merchant Seamen) exactly the position of the scheme at the present time.

The original building, which was estimated in 1919 to cost £55,000, will at present-day prices cost £134,000. It has therefore been necessary to have further plans prepared, and at a meeting of the Committee held in January, 1921, these were submitted and approved, and the building is to be commenced about July (by which time the site will be cleared). The new scheme will cost £25,000 and is a very fine structure, but will contain 200 cubics instead of 420, although it has been arranged that a further 200 may be easily added later at a cost of £20,000. The sum of £100,000 has been raised, and to complete the building as now planned, a further £150,000 is required. The cost of site, furnishing and incidental expenses, as well as provide endowment, we still require £15,000.

I earnestly ask all those who have the welfare of our Seamen at heart to help me in this final effort in order that all the money needed may be raised before the foundation-stone is laid in July. I shall gratefully receive and acknowledge any contribution addressed to me at Wakefield House, 32, Cheapside, London, E.C. 2—Yours very truly,

BEATRICE DIMSDALE, (President).

Wakefield House, 32, Cheapside, London, E.C. 2. 4th April, 1921.

COMPANY REPORT.

THE MERCANTILE BANK OF INDIA, LIMITED.

The twenty-eighth annual report of the Board of Directors to the shareholders, states—

The Directors submit to the Shareholders of the Bank the general balance sheet and statement of profit and loss account for the year ending December 31st, 1920.

The net profits for the year, after providing for bad and doubtful debts, and including £26,430 2s. 2d. brought forward from last account, amount to £356,635 7s. 1d. From this sum has to be deducted £500,000, being the interim dividend of 8 per cent, less income tax, on the "A" and "B" shares paid in September last.

The Directors have transferred £50,000 to the reserve fund from the profits and added £300,000 premium on the new "C" shares issued (raising the fund to £1,100,000); added £15,000 to the officers' pension fund and written £30,000 off freehold banking premises. They now recommend a final dividend on the "A," "B," and "C" shares of 8 per cent, less income tax (making 16 per cent for the year on the "A" and "B" shares and 8 per cent for the half-year July 1st to December 31st on the "C" shares) leaving a balance of £127,635 7s. 1d. to be carried forward.

The following Directors retire by rotation, but, being eligible, offer themselves for re-election:—Lord Carmichael, Mr. H. M. Simons.

It will be necessary to appoint auditors. Messrs. Cooper Brothers & Co. and Messrs. W. A. Browne & Co., the retiring auditors, offer themselves for re-election.

CARTRIDGES, CASES AS "OLD BRASS."

A POLICE PROSECUTION.

At the Magistrate's yesterday, Mr. T. H. King mentioned to Mr. Lindsell the case in which the firm of Mak Wing was charged with unlawful possession of empty cartridge cases contrary to the ammunition ordinance, and with misdescription of the cases in connection with the export permit.

They were old cartridges and had been bought as scrap brass.

Mr. King said that he understood that Mr. Tinson, who appeared for the defendants, agreed that these cartridges came within the definition of ammunition as laid down in the Ordinance, and he was prepared to give an undertaking that they would be mutilated to the satisfaction of the police, so that they might come outside the definition. He was prepared therefore to ask the Court to record a conviction and impose only a nominal fine, on the first charge, and he would withdraw the charge of misdescription.

Mr. G. G. N. Tinson said that the defendant was prepared to plead guilty to a technical offence. The facts were that a similar trade had been going on for a very long time; these old cartridges were being imported and exported purely as scrap brass. With regard to the cartridges taken off a ship going to Canton, his clients thought it would be all right if the cartridges were hampered, and this had been done. Some were found which had not been hampered, but in the ordinary course they would have been hampered before being exported. The firm had been in this business for many years. Some years ago it was the custom to report every consignment received to the police, but a police officer, now dead, had told the firm that the consignments need not be reported so long as the cartridges were hampered. The defendants were prepared to give an undertaking that all the cartridges would be rendered absolutely useless.

The Magistrate imposed a fine of \$20.

THE TRAFFIC PROBLEM.

AN INCIDENT IN QUEEN'S ROAD EAST.

The intricacies of the traffic problem in Hongkong were again illustrated in a case heard by Mr. R. E. Lindsell, at the Magistracy, yesterday.

Arthur Kong, owner of motor-car No. 61, summoned a ricksha coolie for not permitting an overtaking vehicle to pass him.

Inspector Garrard said a number of rickshas were going east, on the tram-line, near the Naval Yard. The complainant overtook them in his car, sounding his horn. All the ricksha men pulled in to the side of the road, except the defendant who, by remaining on the tram-line, compelled the motor-car driver to infringe the rule of the road by passing between the ricksha and sidewalk, or to proceed at 8 miles an hour. The two vehicles collided and both were damaged. "These men," said the Inspector, "constantly break the regulations by remaining on the tram-line."

The Magistrate suggested that the man might have been charged with not keeping to the left kerb.

Inspector Garrard: The difficulty is that he is fast moving traffic, as he goes over four miles an hour.

The defendant denied that he was on the tram-line and complained that the motor-car ran him down. There was a lady in the ricksha and, said the defendant, addressing the complainant with some heat, "It is very lucky you have not killed the lady."

The complainant said he was driving at six or seven miles an hour. As the defendant would not pull in to the left he had to go through, between him and the sidewalk.

The Magistrate: Why not stop?

Witness: I was afraid a tram-car behind me would run into me.

The Magistrate: That is the driver's look out. If he had run into you, you would have a claim for damages.

Witness: The Government never pay. (The witness appeared to be under the impression that the tramway is a Government undertaking). He added that his car ran into the ricksha and broke its midguard. The ricksha bar of the car was bent.

The Magistrate: Did you stop?

Witness: Yes, the tram-car stopped, too.

The Magistrate: You ought to have stopped first. On your own admission you were only going at six or seven miles an hour. That he would not get out of your way was no reason why you should run him down. Apparently the ricksha man could not pull in; he says there was a truck on his left.

The witness said the ricksha had just passed the truck.

The complainant had not taken the precaution of getting the tram-car driver as a witness, and the ricksha man had evidence for him, so no further light could be thrown on the incident.

The Magistrate dismissed the defendant with a caution. The latter asked how he should claim for the damage to his ricksha, but the Magistrate told him the parties were quits in that matter. "He damaged your ricksha, but you damaged his car," the defendant protested volubly and had to be ordered out of Court.

IMITATION PEARLS.

QUALITATIVE EVIDENCE OF A SEARCH OF CANTON STEAMERS.

Chan Yau Wai, the shopwalker, formerly employed by The Sun Company, who was found on the Kwong Tung with \$1,000 worth of imitation pearls, belonging to a Japanese dealer, was again before Mr. R. E. Lindsell, at the Magistracy, yesterday. The Magistrate had told the defendant that he had twenty-four hours in which to think of an explanation of his presence on the ship, if his story was true, that his intentions were perfectly honest. Further evidence was called that he had secreted some of the pearls amongst some biscuits and others in a bed quilt. "I did that," said the defendant, "to avoid paying duty on the pearls. I was taking them to Canton to sell for the complainant."

Yoshiharu Hachiuma, dentist's clerk, employed at 34, Queen's Road Central, said he was a friend of the complainant. He had evidently entered into the spirit of the affair for he related, with great gusto, how, when his friend consulted him in his distress at losing the pearls, he suggested a search of the Canton steamers and, disguising himself, took part in the search. It is to be feared that the amateur sleuths, like the detectives on the pictures, advertised their proceedings rather too loudly. There must have been lively doings at the night on the Praya. The complainant and his friends were to be seen boarding Canton steamers five minutes before departure and "dashing about the vessels in a frantic search for the defendant." One of the ship's captains spoke of the party as "the men who are looking for the lost pearls," so obviously a good many other people also became interested in the pursuit of the quarry.

The police informed the Magistrate that the manager of The Sun Company had not attended the Court, although asked to do so through the Secretary of the Company.

The Magistrate again adjourned the case and directed the police to subpoena the witness if necessary.

CHARTERED BANK OF INDIA.

GOOD RESULTS IN ADVERSE CONDITIONS.

The sixty-seventh ordinary general meeting of the shareholders of the Chartered Bank of India, Australia, and China, was held on April 28th at 38, Bishopsgate, E.C. 4, Sir Montagu Cornish Turner (the Chairman) presiding.

The Chief Manager (Mr. W. E. Preston) having read the notice convening the meeting and the report of the auditors, the Chairman said:—

Before moving the adoption of the report I should like to make a few remarks with regard to the business of the past year. When we met twelve months ago we were in the enjoyment of a period of great commercial activity. In many cases the demand for goods exceeded the supply, with the result that prices soared to record heights, wages rose by leaps and bounds and exceptional profits were made, only to be swallowed up by the insatiable demands of the tax-gatherer and the omnipotent rate collector. It was very evident that, with an unsettled world and a half-developed state of this condition of feverish activity in trade and delusive prosperity could not last; but few of us realised that the collapse would come with such lightning rapidity. It is not quite fair or reasonable to attribute the disaster to any one particular cause. Several causes have come into play. The unsettled state of the world, financial disorder in Central Europe resulting in the absolute upset of foreign exchanges, lavish expenditure in arms and munitions and various other avenues of unproductive expenditure, and in this country, especially the ill-advised action of labour in limiting the output to a point which rendered it impossible to compete with other nations where each individual was allowed to work to the utmost limit of his capacity without let or hindrance. Nor did we sufficiently appreciate the fact that the vast Russian Empire had temporarily disappeared from the world of civilisation; that France, Germany and Italy could no longer participate as formerly in the trade of the world; in other words, that the purchasing power of civilised nations in Europe had dwindled to comparative insignificance. So it is that traders in this country and in America are overloaded with raw material or manufactured goods to dispose of, which will take some time, and must, I fear, entail serious losses. (As instances of depreciation in values, Sir Montagu quoted many examples). Silver has fallen from 84d. per ounce in March, 1920, to 32½d. per ounce in March, 1921, a fall of 61 per cent, and the serious declines in Indian and Chinese exchanges has in a measure accounted for the difficulty of the disposal of manufactured goods in the different markets. At many points stocks of goods in the East are not greatly excessive, and I shall be disappointed if the surplus stocks are not worked off within a measurable distance of time, but until this is effected shipments to the East should be discouraged and limited to bare necessities of trade. I can see no chance of a real and substantial improvement in this or other of our Eastern markets, until the world has really settled down to a true and genuine peace basis and free and unrestricted trade prevails in and with all nations of the world. (Applause.)

CAPITAL AND RESERVE. As regards the report and balance sheet, the capital of the bank now stands at £3,000,000, made up of 600,000 shares of £5 each, as against the old capital of £2,000,000, increased last year to £2,500,000, and the shares of a par value of £20. The increase of capital from £1,500,000 has been of invaluable assistance enabling us to meet the requirements of trade generally, and especially of late, when the demands of our customers, many old and valued friends, have been somewhat larger than usual. In all cases we have endeavoured to meet legitimate trade demands as far as the resources of the bank have permitted. The reserve fund now stands at £3,500,000, and it should be our object gradually to increase this figure as opportunity occurs. It is exceedingly satisfactory to note that in spite of the severe drop in prices to which I have referred, and also to the equally severe fall in the Eastern exchanges, our total figures on either side of our account should amount to the satisfactory item of £70,932,744, against £68,741,665 at December 31st, 1919. While our current accounts show a small shortage of £239,742, our fixed deposits show a very pleasing increase of £1,136,898. Our liability on loans payable, it will be noticed, has been reduced from £2,420,023 to £1,020,000. The reduction under bills payable to £4,567,612 from £6,681,708 is, of course, entirely due to the lower rates of exchanges now ruling. Criticism has in certain quarters been made that banks generally have not played their part in financing this country's trade to the full extent of their resources. I think that in our case a comparison of our figures under the headings of "Acceptances on account of customers" and "Bills discounted and loans" — namely, £3,720,596 and £25,585,930 respectively against our 1919 figures of £1,676,928 and £17,561,294 — will convince most that we at least have done all that could reasonably have been expected of us in this particular respect. The percentage of our cash resources to current account liabilities — over 35 per cent — has not been allowed to be increased, as it was, in addition to which, our other liquid resources, in the shape of Government securities and bills of exchange, including Treasury bills, aggregated £24,212,563.

As regards the future course of Eastern trade, it is dangerous even in normal times to attempt to forecast the course of events, and to essay to do so now, under present abnormal world conditions, would be more dangerous still; but it may not be imprudent to state that, from our respective agencies and branches, the outlook in the East is much happier, and that indications from the several spheres point to a distinctly better undertone, which, we hope, will in course of time develop. (Heard.) The satisfactory results shown in the report are indeed gratifying, and we

congratulate Mr. Preston and his colleagues on the very successful result of his and their indefatigable labours. Nor do we forget to appreciate the efforts of the managers and the staff both at home and abroad. Mr. T. H. Whitehead, who for many years held the important position of chief manager in this bank, has retired after 46 years' arduous and successful service. He left with the good wishes of a very large circle of friends, of his late colleagues and of the Board. We hope he may enjoy many happy and restful years in the retirement he has so well earned. (Hear, hear.) In Mr. W. E. Preston, who has succeeded Mr. Whitehead, we are fortunate in having a very able and competent chief, in whom the Board and all who know him have the fullest confidence. (Hear, hear.) Under his management and that of his colleagues, Mr. Bruce and Mr. Miller, we have no fear as to the future prosperity of the bank. (Hear, hear.) You will be asked to-day to confirm the election of Sir John Jordan, G.C.I.E., to a seat on the Board. Sir John has had an extraordinary period of service in China from 1879 to 1920. By his tact, his diplomacy and his genial nature Sir John Jordan has won a name for himself among official and non-official Chinese which will never be forgotten. (Applause.) With these remarks I beg to move the following resolution, namely:—That the report now presented, together with the balance-sheet and profit and loss account, be approved and adopted. I will ask Sir Alfred Dent, K.C.M.G., to second the motion, which was carried unanimously.

THE DIVIDEND.

The Chairman next proposed, "That a dividend at the rate of 14 per cent. per annum for the half-year ended December 31st last, together with a bonus of 6s. 3d. per share, free of income-tax, be now declared, payable on and after the 15th inst."

The Right Hon. Lord George Hamilton, G.C.S.I., seconded the resolution, which was approved.

The Right Hon. Sir John Newell Jordan, G.C.I.E., K.C.B., K.C.M.G., was elected a director, and Sir Duncan Carmichael, Sir William H. N. Goschen, K.B.E., and the Right Hon. Lord George Hamilton, G.C.S.I., the retiring directors, were re-elected.

The auditors having been re-appointed, Mr. Frederick Tomkinson said he had to propose that the best thanks of the shareholders be given to the directors and the staff for their successful management of the bank. The figures quoted by the chairman indicated the great depression in trade, especially in the East, and he thought it was really almost miraculous that the bank had been able to present such a satisfactory report and pay such a handsome dividend, in addition to placing a considerable sum to reserve. He would like to emphasise that the dividend had been earned not only by the capital of £3,000,000, but by the money which the shareholders had provided for the creation of the reserve fund, which was £500,000 more than the capital. He would like particularly to emphasise that point, because in these socialistic days it was not desirable that it should go forth that they were earning 20 per cent. on their capital alone.

Mr. W. C. Green seconded the motion, which was unanimously approved.

The Chairman, in returning thanks, said that the last twelve months had been a period of very great anxiety—(heard, hear)—and therefore it was all the more to the credit of their managers and staff that the company had been able to show such excellent results. He was very happy in being chairman of that institution, and in being supported by such a very able, efficient, and zealous staff, who so ably looked after the interests of the shareholders.

PRINTING LOTTERY TICKETS

AT CHINWAN.

A CONSIGNMENT LANDED AT SAMSHUPO.

Inspector Pitt, officer in charge of Samshupo, charged a Chinese youth at the Magistracy yesterday with the unlawful possession of 400 per cent. lottery tickets, and also with printing the tickets in a house on Changyee Island, Chinwan. The defendant admitted possession of the tickets and said that he was paid to bring them in from Changyee. With regard to the other charge, he entered a plea of "not guilty." The Inspector said that he was prepared to accept the defendant's plea and withdraw the second charge against him. Defendant was seen landing from a sampan at Samshupo carrying several bundles which when examined were found to contain the lottery tickets. From information received from him, witness obtained a permit and raided a house on Changyee island where he seized a printing machine, a large quantity of type and some lottery tickets in the process of printing.

Mr. Orme passed a sentence of \$300 fine, or, in default, three months' hard labour and ordered the confiscation of the printing apparatus. The lottery tickets were ordered to be destroyed.

EVADING THE TOBACCO DUTY

A COOLIE AND HIS "JOB."

A Chinese was charged before Mr. Orme yesterday with unlawful possession of 5,000 dutiable cigarettes. The defendant said that he was a coolie, and was employed by a man whom he met on board a ship to take the cigarettes ashore. He walked behind the man until he met Sergt. Kelly, and then the man disappeared. The Sergeant said that he saw the defendant on Praya East going "at a half double" towards Nullah Lane. The defendant's movements aroused his suspicion. The Magistrate imposed a fine of \$50, or, in default, one month's hard labour, and ordered the

LANE, CRAWFORD & CO.

— ESTABLISHED 1851 —

FOR BOOTS & SHOES

THE PRICES OF TO-DAY MAKE

OAKMORE VALUES HIGH AND

THE COST LOW IN COMPARISON

OAKMORE QUALITY

DOES NOT CHANGE.

FOR GOLFERS.

THE BROGUE

RUBBER STUDDED

OAKMORE.

THIS SHOE IS WATERPROOF AND HAS A PERFECT GRIP—THE IDEAL SHOE FOR GOLF.

THE OAKMORE TENNIS BOOT & SHOE.

THIS SHOE HAS A FLEXIBLE, SPECIALLY PREPARED SOLE, WITH SLIGHT PROTRUDING RUBBER STUDS, MAKING IT AN IMPOSSIBILITY TO SLIP, YET DOES NOT DAMAGE THE COURT.

LANE, CRAWFORD & CO.

ESTABLISHED 1850.

SHIPCHANDLERS.

COMPLETE SHIP'S OUTFITS.
DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.
OILS, PAINTS AND VARNISH IMPORTERS.
ENGINEER'S TOOLS, BLOCKS AND TACKLE.
HEMP AND MANILA ROPES ALL SIZES.
PACKING AND ASBESTOS GOODS.

SOLE AGENTS FOR DOBBIE MCINNES'S NAUTICAL SPECIALITIES.

Tel. 1741.

HONGKONG.

NEW RECORDS

LA VEEDA

MARGIE

AVALON

AT

ANDERSON'S

Powell

TELEPHONE 3146.

COOL

SUMMER

AND

IS OUR

COMFORTABLE

UNDERWEAR.

Our underwear has been very

carefully selected and comprises

some beautifully soft non-

irritating garments; the special

weaves are not only porous, and

consequently cool, but absorbent.

AGENTS FOR THE

"AERTEX" CELLULAR CO.

NEW ADVERTISEMENTS

GILLARD'S.

AN Advertisement of interest to you appears on page 2. [936]

ROYAL HONGKONG YACHT CLUB
BATHING SEASON, 1921.

A LIMITED LIST for BATHING MEMBERS is now open. Applications for membership should be sent to the undersigned. The Subscription which is \$15 for the Season includes the applicant, his wife and family. Male members of the family over 16 years of age are not included. Visiting Residents introduced by Bathing Members will have to pay a House fee of \$2.00 per visit.

H. S. ROUSE.
Hon. Sec. Swimming Section.
c/o P. W. Dept. [931]

WANTED.

WANTED immediately, or in the Autumn, a EUROPEAN GOVERNESS for a girl of 11. Apply giving full particulars to, Mrs. R. MAY, c/o Customs, Chinkiang. [918]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to— Box No. 588, Care of Daily Press Office. [888]

FOR SALE.

BRUNSWICK STANDARD ICE MAKING PLANT.

Capacity—4 tons per 24 hours.
No. of Ice Cases—96.
Weight of Block 150 lbs., size 8 1/2" x 15" x 42".
Compressor or Pulley—40" dia., 3 1/2" face.
Speed—150 R.P.M.
Atmospheric Ammonia Condenser—12 pipes 19 ft. long. Complete with Ice Tank and Accessories.

Also

One 20 B.H.P. Motor to provide power for above plant.
Further details and specification may be obtained from—
ACEAL BEISS & CO.,
No. 3, Queen's Buildings, Hongkong.
Hongkong, April 22nd, 1921. [945]

STEAMERS FOR SALE.

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON, Offers are invited for the purchase of the following Ex-Enemy Steamers:

Name of Steamer	Gross Tonnage	Net Tonnage	Build
ANGHIN	1618	1001	1903
CHO WFA	1846	1085	1888
WONGHAI	1777	1115	1894
MANILA	1750	1108	1904

Terms of Sale and full particulars may be ascertained on application to and permits for inspection will be issued by Messrs. BERNARD & CO., Singapore; ST. BERNARD, BERNARD & CO., Ltd., Bangkok; Messrs. MACKINNON MACKENZIE & CO., Hongkong; and the undersigned.

SEALED TENDERS should be lodged with MACKINNON MACKENZIE & CO., Calcutta. The Tenders which must be in Sterling, will be opened at Calcutta on FRIDAY, the 17th June, 1921, and must be valid for 14 days after that date.

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On FRIDAY, the 20th May, 1921, at 10.30 A.M. at Royal Army Service Corps Pier, W. D. Yacht "HERCULES".
Length ... 55 feet.
Beam ... 17 ... 2 inches.
Depth ... 10 ... 3 ...
Displacement Tonnage ... 170 Tons.
Engines ... Cox's Patent.
Horse Power ... 350 H.P.
Knots 10. Working Pressure per square inch 150 lbs.
Built at Falmouth.
Materials of Construction, Wood to water line, Iron Plated.
Approximate Carrying Capacity, 25 Tons or 100 Passengers.
As also now lies.
A detailed list of fittings to be sold with the ship may be seen at these offices.
The vessel will be open to inspection from 17th May to the day of sale inclusive between hours of 10 A.M. and 4 P.M.
Permits for inspecting will be issued on Application at the Auctioneers.
Ship may not be viewed without permit.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers to the Government. [912]

PUBLISHED TO-DAY
HONGKONG WEEKLY
PRESS.
CONTAINING ALL THE WEEK'S
LOCAL NEWS

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, May 16th, 1921. Hongkong, May 11th, 1921. [934]

IMPORTS AND EXPORTS OFFICE.

WHIT MONDAY.

THIS DEPARTMENT will be Open for all purposes till Noon, on MONDAY, the 16th MAY. Licensed Warehousemen will be entirely Closed on that day.
N. L. SMITH, Superintendent,
Imports and Exports.
Hongkong, May 11th, 1921. [935]

REPULSE BAY HOTEL.

BANK HOLIDAY—WHIT MONDAY

A DINNER DANCE will be held on MONDAY, the 16th MAY, 1921. [916]

EX-SERVICE ASSOCIATION.

A MEETING convened by H.E. THE GENERAL OFFICER COMMANDING, Sir G. M. KIRK, K.C.B., K.C.S.I., in the R.A. Theatre, "Hongkong, at 5.30 P.M. on THURSDAY, April 21st, 1921, it was unanimously decided to form an Ex-Service Association in Hongkong and China under the title of—

"THE BRITISH LEGION".

HONGKONG & CHINA BRANCH.

which, it is hoped, all Ex-Service Men or Women, of whatever rank, will join. A pamphlet setting out the objects of the Legion and forms of application for Membership and Associate Membership may be had on application to the Hon. Secretary and Treasurer, "BRITISH LEGION," 14, Pender Street, Hongkong. [923]

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned on THURSDAY, the 19th MAY, 1921, at 11.30 A.M. The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 5th May to the 19th May, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.
JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, April 29th, 1921. [978]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Building, on SATURDAY, 21st MAY, 1921, at 11.30 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1921, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 21st May, 1921, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, May 4th, 1921. [897]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 48th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 27th, 1921, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 14th to 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5th, 1921. [903]

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 55th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 27th, 1921, at 12.45 P.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 14th May to 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5th, 1921. [904]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 52nd ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 27th, 1921, at 12.45 P.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 14th May to 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5th, 1921. [904]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:
Banks P., Q., AD., AP., AW., BF., BG., BR., BV., KX LM, LQ, LT, SO.

FOR SALE—ONE or TWO LOTS of LAND in Jordan Road, Kowloon, suitable for building Flats. For plan and other particulars apply to Box 171, c/o Daily Press Office. [85]

TO LET—GROUND FLOOR No. 17, Ashley Road, Kowloon. From 1st June. Apply within. [81]

TO LET—FURNISHED HOUSE at the Peak for 3 months from June 15th. Apply Box 171, c/o Daily Press Office. [86]

TO LET—LARGE FURNISHED ROOMS with Verandah. Married couples, or Bachelors. Vacant June 1st. Good board, modern sanitation. Telephone, easy to business centre. Apply Box 171, c/o Daily Press Office. [87]

TO LET.

NOS. 2 and 3, "VICTORIA VIEW" Middle Road, Kowloon Point.

Apply to— U. RUMJAHN, 6, Des Vaux Road, Central. [917]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the City Hall, Hongkong, on SATURDAY, the 28th day of May, 1921, at Noon, for the purpose of considering and if thought fit of passing the following resolution:—

1.—That the Directors of the HONGKONG & SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance in the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars the present authorised capital of the Company to 40 millions of dollars.

2.—That the Capital of the HONGKONG & SHANGHAI BANKING CORPORATION be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$250 each to be issued at the price of \$70 on the terms after mentioned. Shareholders on the Eastern Register to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4.—That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz:—

1st instalment of \$35 on the 1st day of July, 1921.
2nd and final instalment of \$35 on the 1st day of October, 1921.

5.—That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

6.—That interest at the rate of 6 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

7.—That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

8.—That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund. For The Hongkong & Shanghai Banking Corporation.

A. C. STEPHEN,
Chief Manager.

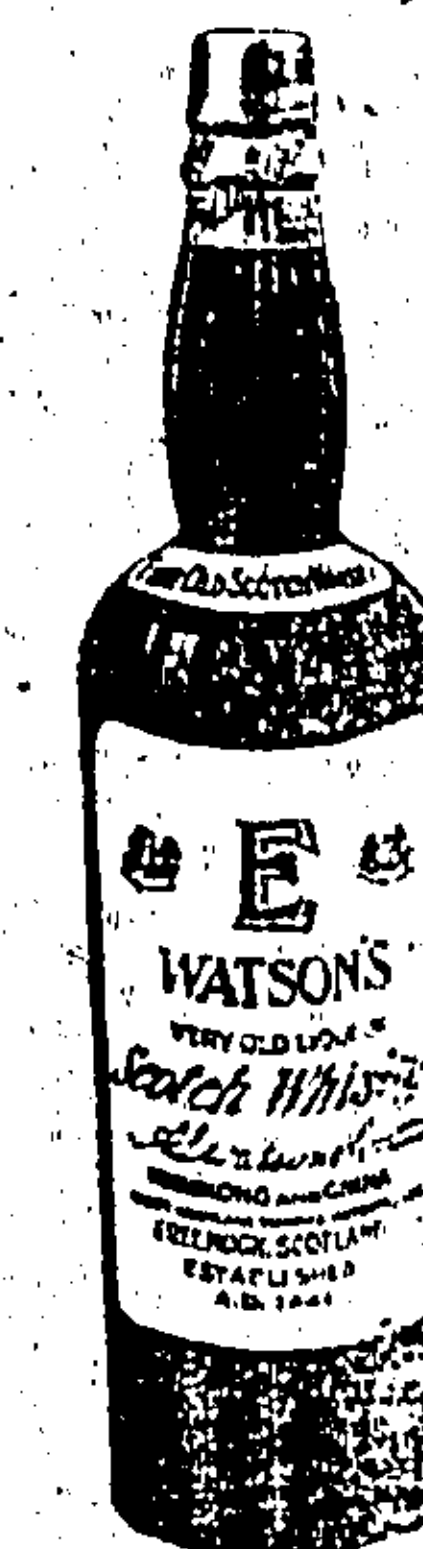
INTIMATIONS

WATSON'S

"E"

THE PREMIER SCOTCH

of the Far East.



Popularity maintained
by its
EXCELLENT QUALITY
NOT BY EXPENSIVE
WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.
HONGKONG.

DEATHS.

FIGUEROA.—At Shanghai, on May 13th, FRANCISCO XAVIER DE FIGUEROA, eldest son of Mr. and Mrs. Eduardo J. de Figueroa, of Messrs. Hughes & Hough, Hongkong, aged 15 years. Deeply regretted. (By cable.) [933]

FORBES.—At Forbes, Scotland, on May 2nd, MARGARET, the wife of James McGregor Forbes, late of Jardine, Matheson & Co., Ltd., Swatow. [934]

HONGKONG OFFICE: 104, DES VAUX RD., C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 14th, 1921.

EMIGRANT SHIPS AND WIRELESS.

In the finding of the Marine Court of Inquiry which investigated the circumstances under which the steamer *Hong Moh* was wrecked at the White Rocks, in the vicinity of the Lammoeks, the Court expresses the opinion that "had vessels passing in the vicinity and in sight of the wreck previous to the *Shansi*'s arrival closed the wreck and ascertained whether it was practicable to render assistance, and if not, reported by wireless telegraph or proceeded to the nearest port and reported the casualty, many more lives would probably have been saved." We suppose the Court deemed it to be rather outside its province to make any reference to the obvious desirability that ships engaged in carrying hundreds of emigrants should be compelled by law to be provided with a wireless installation. If it is probable—as unquestionably it is—that "many more lives" would have been saved if passing steamers so equipped had closed in when they were hailed by signals from the wreck, it is even more probable still that a greater number would have been saved if the ill-fated ship herself had been fitted with a wireless installation. Here was a vessel with something like 1,200 souls on board, and nearly a thousand of them perished. Several steamers were observed to pass; but a few miles distant from the wreck, and it was pitiable to read in the evidence

to rain to attract their attention by distress signals. As the story is briefly told in the findings of the Court:—

"Distress signals were sent up by the *Hong Moh* after stranding and a steamer was sighted distant two to three miles. This steamer signalled by Morse lamp. No answer could be made by the *Hong Moh* as her dynamo was out of action and the oil signal lamp was of insufficient power. This unknown steamer did not stand by but proceeded on its course. Other steamers were sighted by day on the 4th and 5th, and on the night of March 4th, at various distances from the *Hong Moh*, none passing close. None of these steamers closed the *Hong Moh* or offered assistance. Only in one instance have we any evidence that any of these steamers sighted the wreck and in that case we have been unable to call the Master."

It would be unfair to conclude without further evidence that these vessels knew of the disaster. Shipmasters are well aware that it is a misdemeanour not to go to the assistance of a vessel in distress when it is possible for them to do so, and it is happily a proud tradition, not only in the British mercantile marine but among all sea-faring men, that very rarely indeed is the call of a ship in distress disregarded in any circumstances whatever. The gallant efforts made by the China Navigation steamer *Shansi* to rescue the people on board received from the Court the commendation they deserved. The Court expresses the opinion that the *Shansi* did all that it was possible under the circumstances, though it succeeded in picking up only 45 people from the wreck, and, in the circumstances which prevailed, the decision of the master to proceed to Swatow in the hope of obtaining further assistance received the Court's endorsement as "a wise and proper thing to do."

It is, indeed, clear that this was the direct means of the salvation of 289 more lives, for from Swatow the British Consul was able to send off a wireless message intended for the Naval authorities in Hongkong, which H.M.S. *Fogelove* intercepted and immediately responded to the call of distress, while from Hongkong H.M.S. *Carlisle* was called from the Pescadores to the scene of the wreck. The point to be noted is that the ship struck the rocks at 7.20 p.m. on March 3rd, the *Shansi*, after making every effort she possibly could to save life, reached Swatow with the news at 8.45 p.m. on March 5th; H.M.S. *Fogelove*, intercepting the Consul's wireless message, reached the scene of the wreck at 10.30 p.m. the same night, while H.M.S. *Carlisle* reached the scene at daylight the following morning, March 6th. What number of lives and what heart-breaking misery might have been spared had the *Hong Moh* herself been equipped with a wireless installation which would have enabled her to give instant information of her position to Swatow and to Hongkong and to vessels at sea equipped, as so many happily are to-day, with a wireless installation, is a matter of conjecture, but the mere contemplation of the possible advantages of wireless in such a situation is enough to impress strongly on the governing authorities the imperative need for making a wireless installation an essential requisite of every ship engaged in carrying any considerable number of passengers.

Miss Cossley Batt, O.B.E., B.A., D.Sc., a well-known English journalist and orator, is visiting the Orient and is a guest at the Hongkong Hotel.

Surgeon-Lieutenant H. A. L. Guthrie has been posted to the river steamer *Robin*, China Station. This officer was recently serving on the *Hecla*, torpedo depot ship, Chatham.

A Chinese on Thursday afternoon jumping from the verandah of the second floor of No. 34, Queen's Road East, and is now lying at the Government Civil Hospital in a critical condition. The man is thought to be insane.

A new Land and House Tax Regulation at Weihaiwei makes the annual house tax in the Port Edward area and on the island of Linkung 7 per cent. on the assessed rental, and elsewhere within the jurisdiction 6 per cent.

We are asked to announce that the Musicals arranged for Wednesday, May 18th, at the Helena May Institute, have been postponed till Thursday, May 19th, at 6.15 p.m. This will be the last concert of the Winter season.—Adv.

Before Lieut. Conway-Hake, R.N., Marine Magistrate, yesterday, the mistress of a fishing boat was fined \$1 for using drugs and grapplings within the harbour limits for the purpose of lifting articles from the depths. She was

A Chinese woman with a child tied to her back jumped into the sea on Thursday afternoon from the Praya at Kennedy Town. Another woman who was in her company raised the alarm and the co-swain of steam launch "S.D. 7" jumped in and rescued the mother and child. The story which was afterwards told to the police was a pathetic one. The woman, her child and her mother had come to Hongkong about a week ago from the famine areas where her husband had perished. What little money they had was soon spent and for two days they had subsisted on one meal a day, and had slept in the streets. On Thursday when she came to the end of her funds, and failing to find work, she decided in a fit of despair to end her existence. The woman and child were conveyed to the Government Civil Hospital.

There was considerable excitement on the Star Ferry about 1.30 p.m., on Thursday, when in mid-stream on the journey from Hongkong to Kowloon, a European named L. W. Hartman, whose address was given to the police as No. 3, Nathan Road, jumped overboard. The man was immediately stopped and a life buoy was thrown in, and with the assistance of a couple of the seamen, the man was safely brought back on board. He was later removed to the Government Civil Hospital. No explanation of the man's act is yet known to the police.

The King has given permission for the wearing of the following, amongst other, foreign decorations:—Order of the Striped Tiger (China), for Services to the Chinese Labour Corps in France—Third Class: Sir A. R. Yapp, K.B.E., National Sec., Y.M.C.A.; Rev. W. E. Boothill. Fourth Class: O. H. McCowen, C.B.E.; Rev. J. Webster, D.D.; Fifth Class: R. Consternine, Rev. F. W. S. O'Neill, Rev. E. W. Hurr, M.A.; Rev. W. H. Gillespie, Rev. W. M. Gairn, Rev. J. Wharton, Rev. D. C. Davidson, Rev. A. Ewing, H. O. Wilcox, J. Graham, Rev. J. Hedley. Order of the Crown (Siam) Fifth Class: R. P. Power.

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A marriage has been arranged, and will take place early in June, between Lieut. Arthur H. S. Casswell, D.S.O., R.N., son of the late Mr. Henry Casswell and Mrs. Casswell, of Old Park, Rusper, Sussex, and Maria Edith, daughter of the late Mr. F. de P. and Mrs. Onorio, of Manila.

We learn that the O.B.E. has been conferred upon the Hon. Mr. S. R. C. Ross, Secretary for Chinese Affairs, in recognition of services rendered during the war. Mr. G. P. Martin and Mr. F. J. de Rome, who were employed at the Post Office during the war in connection with the censorship of mails, are each honoured with the M.B.E.

Into the little-explored island of Hainan, South China, Mr. Arthur de Carle Sowerby, a young English explorer, is to make a journey accompanied by a few Chinese. The expedition will, probably take three years, as Mr. Sowerby will explore the mountains in South-West China before going to Hainan. Mr. Sowerby is working under the auspices of the United States National Museum.

Mr. W. M. Blackie, known to many Eastern residents as the accountant at the London Branch of the Hongkong and Shanghai Bank, has recently retired. On March 31st Sir Charles Addis, the London manager, presented to Mr. Blackie in the name of the London staff, a souvenir in the form of a cheque to which all had subscribed. Mr. A. Moncur succeeds to the vacancy created by Mr. Blackie's retirement.

A successful Whist-drive was held at the Catholic Men's Club, on Thursday evening. The following were the prize winners:—Ladies: 1, Miss Brock (173); 2, Mrs. Brock (168); 3, Miss Ellis (168); 4, Mrs. Greenwood (177); 5, Mr. Bailey (174); 6, Mr. Lewis (174); 7, Mr. Town (172); 8, Mr. Oliver (163). Mr. R. W. Brown acted as M.C., and the prizes were presented by Mr. W. G. Fitz-Gibbon.

It is notified in the *Weihaiwei Government Gazette* that His Honour Sir James Haldane, Stewart Lockhart, K.C.M.G., Commissioner of Weihaiwei, having left the Territory upon retirement, Mr. A. Blount, in accordance with the terms of a Dormant Commission issued under the Royal Sign Manual and Signet on March 7th, 1914, has assumed the administration of the Government of the Territory. Mr. Hardy Jowett has been appointed to act as Senior District Officer.

From the results of the Easter examination of students of the Inns of Court held in Lincoln's Inn Hall from March 7th to 11th by the Council of Legal Education, we note the following passes: Roman Law, Class 3, Lee Hong Boh and Lee Hong Teik, both Middle Temple; Constitutional Law and Legal History, Class 2, Khong Kit Seng, Lincoln's Inn, and Khong Lok Chuan, Middle Temple; Criminal Law and Procedure, Class 3, Khong Kit Seng, Lincoln's Inn.

Commander Francis B. Favell has been posted to Hongkong Dockyard for duty. Commander Favell, who has been latterly employed at the Humber Naval Base, as Admiralty Port Officer at Immingham, entered the naval service in 1884, specialised in navigation, was promoted lieutenant in 1901 and commander in 1914. When the late war opened he was with the battleship *Hindustan*, of which he was navigating officer. He saw much service with the Grand Fleet in the North Sea and elsewhere.

There was considerable excitement on the Star Ferry about 1.30 p.m., on Thursday, when in mid-stream on the journey from Hongkong to Kowloon, a European named L. W. Hartman, whose address was given to the police as No. 3, Nathan Road, jumped overboard. The man was immediately stopped and a life buoy was thrown in, and with the assistance of a couple of the seamen, the man was safely brought back on board. He was later removed to the Government Civil Hospital. No explanation of the man's act is yet known to the police.

The King has given permission for the wearing of the following, amongst other, foreign decorations:—Order of the Striped Tiger (China), for Services to the Chinese Labour Corps in France—Third Class: Sir A. R. Yapp, K.B.E., National Sec., Y.M.C.A.; Rev. W. E. Boothill. Fourth Class: O. H. McCowen, C.B.E.; Rev. J. Webster, D.D.; Fifth Class: R. Consternine, Rev. F. W. S. O'Neill, Rev. E. W. Hurr, M.A.; Rev. W. H. Gillespie, Rev. W. M. Gairn, Rev. J. Wharton, Rev. D. C. Davidson, Rev. A. Ewing, H. O. Wilcox, J. Graham, Rev. J. Hedley. Order of the Crown (Siam) Fifth Class: R. P. Power.

A Chinese woman with a child tied to her back jumped into the sea on Thursday afternoon from the Praya at Kennedy Town. Another woman who was in her company raised the alarm and the co-swain of steam launch "S.D. 7" jumped in and rescued the mother and child. The story which was afterwards told to the police was a pathetic one. The woman, her child and her mother had come to Hongkong about a week ago from the famine areas where her husband had perished. What little money they had was soon spent and for two days they had subsisted on one meal a day, and had slept in the streets. On Thursday when she came to the end of her funds, and failing to find work, she decided in a fit of despair to end her existence. The woman and child were conveyed to the Government Civil Hospital.

Before Lieut. Conway-Hake, R.N., Marine Magistrate, yesterday, the mistress of a fishing boat was fined \$1 for using drugs and grapplings within the harbour limits for the purpose of lifting articles from the depths. She was

Before Lieut. Conway-Hake, R.N., Marine Magistrate, yesterday, the mistress of a fishing boat was fined \$1 for using drugs and grapplings within the harbour limits for the purpose of lifting articles from the depths. She was

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ALDERSHOT RIOT.

STATEMENT BY SECRETARY FOR WAR.

LONDON, May 13th.

In the House of Commons, Sir Laming Worthington Evans said that Lord Cavan was enquiring into the disturbance at Aldershot. Sir Laming emphasised the fact that the reports regarding the disturbance at Aldershot, also at Colchester and Doncaster, were much exaggerated. The trouble was due to a few intoxicated soldiers. There was no reason to suppose that there was any disaffection among Reservists, but not unnaturally a sense of weariness had overtaken them. Their services might, however, be required any moment to aid the civil power in protecting volunteers to enable them to continue the essential services. He paid a tribute to the loyalty with which all ranks had responded to the mobilisation order, and to the patience displayed, despite organised efforts to tamper with their loyalty.

SERIOUS MINERS' STRIKE DEVELOPMENT.

RAILWAYMEN NOT TO HANDLE FOREIGN COAL.

LONDON, May 13th.

The Executive of the National Union of Railwaymen has decided that members of the Union should not handle imported coal, no matter what the purpose for which it is intended, or any coal handled by black-leg labour.

[EARLIER CABLES.]

WEST OF SCOTLAND RAILWAY STRIKE.

LONDON, May 13th.

In Glasgow, the West of Scotland branch of the railwaymen's Union has decided to declare a strike to-night to enforce the reinstatement of the suspended men who refuse to handle imported coal. The decision was taken without the sanction of the Railwaymen's Union's Executive.

ACTION BY LOCOMOTIVE ENGINEERS UNION.

LONDON, May 12th.

A grave development has taken place in the situation, owing to the Executive of the Locomotive Engineers and Firemen's instructing members not to work trains carrying black-leg coal. The Union adds that if members are penalised for refusal to do so, the Executive would support them to the utmost, if necessary by a strike.

STEWARDS' STRIKE.

CHAIRMAN OF CUNARD SIGNS ON.

LONDON, May 12th.

The Chairman of the Cunard Line, Mr. Bates, is among the four hundred directors, managers and clerks, who went to Southampton to sign on as stewards on the *Aquidana*. A number of titled and other passengers called at the London offices to-day, and offered to act as stewards.

EMPIRE EMIGRATION.

LARGE FALLING OFF.

LONDON, May 12th.

The large falling off in emigration to countries within the Empire during the past seven years, in consequence of the war, was revealed in a reply by Colonel Amery, in the House of Commons, to Lieut.-Colonel F. Hilder, who suggested that prior to the assembling of the Imperial Conference the Government prepare a comprehensive statement showing the recent emigration position.

Colonel Amery, in undertaking to bear the suggestion in mind, said that the outflow towards countries in the Empire in the whole four years, 1915 to 1918, totalled 67,487, as compared with 235,948 in 1913. The figures for 1919 were 115,369, and for 1920 100,000.

LATEST CABLES.

PENINSULAR LINER ASHORE.

AS RESULT OF COLLISION IN FOG.

LONDON, May 13th.

The Peninsular liner *Benalla* (11,000 tons), bound for Sydney from London, and Cape Town, is ashore east of Pevensy Bay, as a result of collision with a vessel, at present unknown, in a dense fog.

No fatalities have been reported.

ELEVEN HUNDRED PASSENGERS AND CREW.

LATER.

There are 1,100 passengers and crew on board. The vessel is in no danger, and will, probably, be re-loaded this afternoon.

It collided with the British steamer *Patcha*, which was proceeding from Port Said to Calcutta and Rouen, and was able to continue her voyage.

BRITISH TRADE WITH RUSSIA.

REMOVAL OF LEGAL BARRIER.

LONDON, May 13th.

The decision of the Court of Appeal removes the legal barrier between British and Russian trading, as nothing could be done to apply the Anglo-Russian Agreement until Mr. Justice Roche's decision had been reversed.

It remains to be seen what goods Russia can offer, and how they can be obtained from a country whose production and transport have gone to pieces.

[EARLIER CABLES.]

COURT OF APPEAL'S IMPORTANT DECISION.

LONDON, May 12th.

The question of liability to attachment of goods exported by the Russian Soviet Government was settled in the Court of Appeal, to-day, which reversed the judgment of Mr. Justice Roche restraining further dealings in timber confiscated from the original owners, namely, a Russian firm, who were the plaintiffs, and exported by the Soviets, through M. Kraasin, to a British firm, who were the defendants. Mr. Justice Roche granted the plaintiff's claim for an injunction against further dealings and damages for conversion, on the ground that the Soviet Government was not recognised by the British Government.

The Court of Appeal held that it had no jurisdiction to consider the justice or the morality of the Bolshevik decree of confiscation, in view of Great Britain's subsequent recognition of the Soviet Government, and allowed the appeal of the defendants.

AUSTRALIANS' TOUR.

YORKS PLAY UP CREDITABLY ON SOFT WICKET.

LONDON, May 13th.

In fine weather, after overnight rain, the Australians v. Yorks match was resumed before 15,000 spectators. The soft wicket rendered scoring difficult.

Yorkshire made 197 for 8 wickets; Rhodes 63, Sutcliffe 45.

THE SILESIAN CRISIS.

REPORTED CLASH BETWEEN GERMANS AND POLES.

LONDON, May 12th.

According to telegrams received in London, Korfanty has ordered the cessation of fighting in Silesia, but it is doubtful whether the insurgents will carry out his instructions. In the meantime, German forces, some of whom are in uniform, are increasing. Telegrams to Paris refer to sanguinary collisions between German and Polish irregulars.

Mr. Lloyd George, in the House of Commons, said that no British troops were involved.

BRITISH COMMUNIST.

SENTENCED FOR SEDITIOUS SPEECHES.

LONDON, May 12th.

Robert Stewart, described as the general organiser of the Communist Party in Great Britain, has been sentenced to three months' hard labour at the Aberystwyth police court for making seditious speeches.

LATEST CABLES.

PARISIAN FAIR.

4,000 EXHIBITORS.

The Minister of Commerce has inaugurated in Paris a yearly fair especially devoted to Parisian industries. The number of exhibitors exceeds 4,000, which is a record and a striking proof of the revival of French industries and trade.

[Havas.]

LIBERATION OF TRADE.

MANIFESTO OF TWENTY-FIVE BRITISH BANKERS.

LONDON, May 13th.

A manifesto signed by twenty-five of the most prominent bankers urges the liberation of trade from political restrictions, and declares it is essential that no measures be taken which may check the free exchange of British goods. It considers the present national expenditure ruinous, and contends that the limitation of imports means limitation of our export.

[Havas.]

REPARATIONS RECOVERY ACT.

TO REMAIN IN FORCE.

LONDON, May 12th.

In the House of Commons, at question time, Mr. Lloyd George intimated that the Reparations Recovery Act will remain in force, despite the German acceptance of the Allied proposals for the payment of indemnities.

AN EXPLANATION.

LATER.

An elucidation of the Premier's statement, in the House of Commons, this afternoon, is gathered from a message from Reuter's Berlin correspondent, who learns from a trustworthy source that, despite the continued operation of the Reparations Recovery Act, Great Britain does not intend, in respect of reparation, to collect over 25 per cent. prescribed by the ultimatum.

INDIAN WINS V.C.

SEVERE FRONTIER FIGHTING.

SIMLA, May 13th.

The frontier fighting at Pasharagha, on April 23rd, was of a most severe character, in which 300 Mahsuds attacked a British convoy. The troops displayed the greatest bravery. All five British officers present were wounded. One has since died. One officer was brought in under a heavy fire by a sepoy, who has been awarded the Victoria Cross.

The convoy lost 200 camels.

JOAN OF ARC ANNIVERSARY.

PARIS, May 9th.

Yesterday, the anniversary of the relief of the City of Orleans, celebrations in honour of Joan of Arc were held throughout France.

FRANCE AND BELGIUM.

PARIS, May 9th.

The former President M. Poincare is delivering a series of lectures in Belgium. Speaking at Brussels, M. Poincare emphasised the traditional friendship and community of interests of France and Belgium.

PREHISTORIC PEEP.

The remains of a prehistoric monster, possibly the diplodocus, have been discovered during excavations in the Lea Valley, near Enfield, where a new building for the Edison-Swan Company is to be erected. The stratum in which the discovery was made is of a very early period in the earth's evolution.

FAR EASTERN CABLE NEWS.

JAPANESE CROWN PRINCE'S BUSY DAY.

LONDON, May 13th.

Prince Hirohito had a full programme to-day. His Imperial Highness received an address from the Japan Society at Chesterfield House in the morning, to which he replied paying a tribute to the Society's work of harmonising the civilisations of the East and the West.

Then he visited the British Museum, and, then, lunched at the Bank of England, where he was heartily cheered by a large crowd. Afterwards he inspected the Tower, returning from there to Westminster in the King's barge.

His Imperial Highness attends this evening a banquet at the Japanese Embassy, at which the Prince of Wales will be the principal guest.

DJAMBI OILFIELD MONOPOLY.

WASHINGTON, May 12th.

The State Department has received a summary of the Dutch reply to the American protest against awarding the Djambi oilfield monopoly to the Batavia Oil Company.

It is understood that the reply contends that the protest is too late, as Parliament has already passed legislation on the subject. American officials are considering the question of the despatch of a further communication.

HOLLAND'S OFFER OF ANOTHER CONTRACT TO U.S.

WASHINGTON, May 13th.

Holland's reply to the American protest as regards the Djambi oilfield says that Holland desires to see American capital participate in the exploitation of the oilfields. The Dutch Minister for the Colonies will gladly enter into a contract to exploit the rich oilfields of Sumatra and Borneo on terms similar to the contract with the Batavia Oil Company.

LEAGUE'S OPIUM TRAFFIC COMMITTEE.

LONDON, May 13th.

In the House of Commons, at question time, Mr. Balfour stated that the international advisory committee on the execution of an agreement as regards opium traffic, appointed by the Council of the League of Nations, included Meinheer van Wetsum (ex-Director of the Opium Traffic Service in the Dutch East Indies), Sir Malcolm Delevingne, M. Kahn (ex-French Minister to Siam), Mr. J. Campbell (of the India Office), Mr. Arikoshi (Japanese Minister at Bern), Tang Tsai-fou (Chinese Minister in Rome), and Prince Charoon (Siamese Minister in Paris), also the assessors, Sir John Jordan, M. Brenier (France) and Mrs. Hamilton Wright (America).

NO ARMS FOR CHINA.

MELBOURNE, May 13th.

The Commonwealth Government has prohibited the exportation of arms and munitions to China.

GAOL TOO HAPPY TO LEAVE.

AN IRISH COMEDY.

The story related by Charles Dickens in the "Pickwick Papers" of the man who was afraid to go outside the Fleet Prison in case he would not be admitted again has its counterpart in Co. Longford, Ireland.

A man detained there on suspicion was released, and presented himself twice at the guard room, asking to be taken back. He gave as his reason that he enjoyed eggs and bacon for his breakfast.

Another "prisoner," Peter Partridge, also likes the food so much that he will not leave, and is let out every day to assist the cadet company's cook. He is known as the "Tame Partridge," and orders the cadets out of the kitchen when he is busy.

The officer of the guard forgot to lock him up in his cell as usual one night. The "Tame Partridge" felt hurt, and went to the guard room to point out that he was being neglected.

OUR LONDON LETTER.

THE SUDDEN RETIREMENT OF MR. BONAR LAW.

BRITAIN'S NAVAL POLICY IN SUPPORT OF PEACE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 24th.

POLITICAL CHANGES.

Mr. Bonar Law's resignation as Leader of the House of Commons has been the biggest sensation in the political sphere for many years—which, of course, is saying a great deal. It was absolutely unexpected. Mr. Law was playing a game of chess—he is probably the best amateur player in the country—with an intimate associate a couple of hours before Mr. Lloyd George made the announcement of the resignation in the House; but to his friend at the chess table Mr. Law never hinted that anything uncommon was afoot. The fact is that he did not know himself. He had been below par in health for some months, but thought little of it till he was induced to see a specialist. Then he learned that he had to choose at once between a prolonged rest or a quick exit into another world.

As a rule one can see the retirement of our leading public men coming. It was so in the case of Lord Salisbury, Mr. Gladstone, Mr. Chamberlain, and Sir Henry Campbell-Bannerman. For anything like a parallel to this sudden step to a political career one has to think of the death of Mr. George Wyndham and Mr. Alfred Lyttelton. But not even these two popular and able men occupied the place held by Mr. Bonar Law in the estimation of the House of Commons. Probably no public man had ever quitted the arena with more genuine regret among all parties.

THE SECRET OF HIS SUCCESS.

There was no mystery about Mr. Bonar Law's success in Parliament. On the political side it was due to the fact that as soon as he had by dint of hard work and shrewd judgment made a competence, he decided to apply the same qualities to public affairs. His education was for the most part self-acquired, but he has the priceless possession of a phenomenal memory, and also the faculty of clear and quick thinking. His mental processes, evident enough to his audiences, are those of the plain man of affairs. He has neither subtlety or finesse at command; and once his decision is taken he has always been fearless in declaring it and obstinate in maintaining it to the end.

At the same time, Mr. Law's adherence to the Prime Minister in the long partnership that has now abruptly ceased has disclosed a power of accommodation and compromise. Another point is that he was able to convince everybody who came into contact with him that he had one aim—the public good. On the personal side he is a lovable man, of intense loyalty in his friendship, unassuming, fair-minded, and a keen fighter but not a foul one. I believe these are the chief qualities that distinguish Mr. Bonar Law, and it is not surprising, therefore, that he carries into private life a harvest of goodwill such as few politicians have ever reaped.

THE SUCCESSION.

Mr. Austin Chamberlain, who has succeeded to the Leadership of the House of Commons, is the bearer of a great name with thirty years of service to his credit. It would be idle to suggest that Mr. Chamberlain has the qualities of a Bonar Law; but it can be said that he has long experience of the House of Commons, he is deeply interested in its proceedings, he is known to be loyal to colleagues, and he is courteous to everybody including his opponents. As a debater he is excellent, and at his best unequalled. Outside the House of Commons Mr. Chamberlain's appointment as Leader is received with approval based on a variety of motives. Perhaps one of the most generally expressed comments is that it is a good thing that he will no longer be Chancellor of the Exchequer.

In connection with Mr. Chamberlain's election as a successor to Mr. Bonar Law the spokesmen of the Unionists are careful to make it quite clear to him that appointment as Leader in the House of Commons does not mean Leader of the Unionist Party. In so far as he is acceptable in the former position his private and personal virtues are extolled; but there prize ends and caution begins. The fact is that there is a tradition cherished by both political parties, Liberals and Conservatives alike, that no one can be "leader" of the party unless he has first been Prime Minister. It is an unwritten law, but none the less unalterable as a law of the Medes and Persians.

The party leader is the man sent for by the King on a change of Government, and it is held that to put a man in office as leader who had not been Premier would be in such circumstances as I have mentioned to presume upon the judgment of the Crown, and to prejudice the claims of other eminent persons serving in the House of Lords.

NAVAL POLICY.

The debate on the Navy Estimates in the House of Commons this week reaffirmed the Government's decision with respect to a supremely important point of national policy which is a matter of close concern to every patriotic man and woman in the Empire. The explanation of the Estimates was entrusted to Col. Sir James Craig, the Financial Secretary to the Admiralty. He quoted a statement of principle made last year by Mr. Walter Long when he was First Lord of the Admiralty. This took the following form:—"I believe it is a fact that the Naval policy of all past Governments, whichever party they represented, have at least included this common principle—that our Navy should not be inferior in strength to the Navy of other Powers, and to this principle the present Government firmly adheres."

Sir James Craig supplemented this statement by repeating the recent declaration of Lord Lee of Fareham, who is now First Lord of the Admiralty, and whose words on this critical point have, unfortunately, been widely misreported in the Press. His affirmation of policy was thus expressed:—"We see the Naval Committee of the United States of America as laying down the principle that America shall maintain a Navy at least equal to that of any other Power. That is a claim to equality which this country has never accepted in the past, and never would accept, save in connection with a great English-speaking nation that sprang from our loins, and must ever hold a special place in our regard and confidence."

"ONE POWER STANDARD."

The policy of the "Condition Government" in the matter of Naval construction is, therefore, that Britain adopts the "one-power standard" in present conditions, and considers that we may reasonably and safely make allowance for the exceptional relations of this country with the United States. The significance of this attitude will not, it is to be hoped, be lost on Americans in their own country or abroad.

The position of the British Navy is a matter of world-wide interest, and it ought to be realised that this country is, as the Naval Estimates show, trying to give a lead to other maritime nations as regards disarmament. There is a drop of 8½ millions sterling in the last financial year. The sum estimated for new construction is not more than 21 millions, which is for the proposed new battleships, four in number. This money is really entitled to be regarded as a minimum payment necessary to keep Naval and armament plants in being; without some shipbuilding of the kind neither shipyards nor gun-makers could continue to carry on, and until the poet's dream is realised of a world where "the war-drum beats no longer and the battle-flag is furled" it will not do to dismantle the machinery of Naval equipment.

WHAT WILL HAPPEN?

It now remains to be seen what the effect of British policy will be in its influence on other big maritime nations, not only America and Japan. There is not the least doubt that the people of this country desire to do everything they can to limit armaments—not only because it means a saving of millions in taxation, but because the hoary myth has been exploded that the best way to prevent a future war is to prepare for it. That pernicious doctrine has had its day. The cables have carried a good many messages of late as to the supposed need for powerful Navies. But whence comes that talk? It certainly does not originate in Europe. Is it the consequence of what may be called another vicious circle, born of mutual timidity and distrust?

However that may be Great Britain has taken the bold course of setting a fine example to the rest of the world. The importance and boldness of the step is apparent when it is remembered that there is no other great Power so dependent as Great Britain is on its Navy for its protection. Without a Navy adequate to its needs the British Empire could not continue to hold the place it occupies in the world.

FAMOUS RACING JOURNALIST.

There is a great regret in Fleet-street at the death of Mr. James Henry Smith, well-known all over the country as a racing writer, having held the position of the contributor of "Vigilant's Note Book" in the *Sportman* for many years. He was born in 1831, the son of the late James Smith, founder of the *Sportman*, who made a lot of money on the turf, and then turned to journalism, business at Brixton, the Boar Market, where he lost most of it.

As a writer of the old school the late Mr. "Jim" Smith, as he was generally called, had a strong aversion to the personal note in journalism, which he used to designate "the Dick, Tom and Harry style," and his point, frequently emphasised, was that it was bad form to give the source of one's information. "The public ought to accept what a writer said if he stated that he had authority for saying it," was his dictum. No doubt it was this attitude which he adopted that won him the confidence of trainers everywhere, and it was the envy of his colleagues, that he had the entrée to even the most exclusive stables. At one time Mr. Smith used to write under the name of "Jim" to the *Person*, in the *Sporting Times*, better known as "The Pink Un," when that paper flourished under the editorship of the late John Corlett—H.B.

FATE OF WAR ZEPPELINS.

OF LAST OUT OF 83.

According to the Berlin correspondent of the "Handley-Page Bulletin," the *Flyer* quotes the official records relating to the eighty-three Zeppelins in commission during the war, of which sixty-six are accounted for by the German Government department as follows:—

- 34 shot down and destroyed;
 - 2 accidentally destroyed in entering or leaving the hangars;
 - 12 caught fire accidentally;
 - 10 destroyed through emergency landing;
 - 4 stranded and destroyed owing to failure of engines;
 - 1 destroyed by lightning;
 - 1 broke loose from her mooring and disappeared owing to bad weather;
 - 1 fell into the North Sea.
- The paper reminds the Allies that the German authorities decided to give them up as a bad job for military purposes before the war ended.



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Think what it means to have your machines working from 15% to 25% faster without increased effort on the operator's part. Think what this means in increased work, in labor and time saving.

We can help you to achieve this time saving. We can show you how to save nearly a minute in the typing of every letter of average length. We can show you how to multiply these saved minutes in every day's work. We can show you how to expand the saved minutes into hours, days and weeks.

Our latest improvement will do it. It is a correspondence machine with an automatic indenting mechanism and its name is the

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(The Self Starter is a Remington feature exclusively. Nothing else like it. Adds nothing to the cost of the machine. A demonstration is yours for the asking.)

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Mustard & Co.,

WHEN CRIMINALS ARE CARELESS.

MISTAKES THAT LEAD TO THE GALLOWS.

(BY WILLIAM LE QUENX.)

There was an old saying that "murder will out," but in these present days of the educated and often scientific criminal the truth of the adage is becoming rather the exception than the general rule.

That the criminal in most cases leaves clues to his identity is, of course, well known. In crimes of sudden passion, in burglaries committed under sudden temptation, one has only to fix the motive and then make examination for the clue. With offences committed by the professional criminal it is quite different. The man whose finger-prints are already recorded at Scotland-yard, or whose accurate measurements are tabulated by the police of Paris, Brussels, or Rome, will run no risks by leaving a clue.

Your modern criminal is up-to-date. He has studied evil-doing as a science, hence, being a past-master of the art of subterfuge, his first precaution is to efface his identity.

SECRET POISONS.

Speaking broadly of crime in Europe, where one case of poisoning comes to light, twenty are undiscovered. In the case of the Contessa Landini at Ferrara, that of Enrie Ferri in Palermo, and that of Jules Carlier in Paris evidence was given that the poison used had been supplied secretly from some unknown source in Frankfurt. Thus, it can be imagined that now, as before the war, secret poisons are procurable at a price.

In the case of Carlier he would never have paid the penalty but for a telegram he thought he had destroyed but which the police discovered in a book placed there as a book-marker. The message was from Frankfurt, signed "Heinrich," and quoted a price of 2,000 marks. That was the price he paid to get rid of his friend Helene Dufour. Had he been a professional poisoner he would certainly have destroyed that telegram.

Yet even the most expert criminals are often caught napping. Only quite recently a big jewel robbery was committed in a hotel in Cannes. But within an hour of the police being called the thief, one of the most notorious in Europe, who for years had eluded justice, was arrested while on the point of entering the rapid for Ventimiglia. The clue he had left behind was, to say the least, an unusual one. It is the habit in most hotels to chalk on the soles of boots which visitors leave out to be cleaned the number of the owner's room.

RUBBER GLOVES.

When the police examined the room from which the jewels had been stolen they found upon a chair covered with dark green plush the slight chalk mark of the numerals "30." The chair had been used by the thief to reach the top of the wardrobe where the jewel case had been placed. Inquiry as to the occupant of room 30 revealed that he had just paid his bill and left. Hence he was arrested and the jewels were found on him. He had evidently crept on tip-toe from his own room to the one where the jewels were, and had unconsciously left the number of his room behind.

In another case heard in Barcelona lately the finger-prints left by a bank robber were traced to a most respectable tradesman living in Seville. He was arrested, and was about to be brought up for trial when the actual thief was caught red-handed breaking open another safe in Madrid. On his hands he was wearing thin rubber gloves on which were impressed the exact lines and curves of the innocent prisoner's fingers! That he had ingeniously contrived to obtain the finger-prints of the innocent tradesman in Seville, and that he had reproduced them on the gloves, was proved at the trial, which was intensely interesting from the point of view of the manufacture of false clues by modern criminals. —Daily Express.

NATIONAL PLAN TO BENEFIT THE GROWTH & CONDITION OF THE HAIR

Unique offer to Men and Women whose Hair is Weak or Impoverished.

1,000,000 "HARLENE" HAIR HEALTH OUTFITS FREE.

NOW that the severely trying days of the war are over, men and women everywhere have the opportunity to give that time and attention necessary to the proper care of their general health, not the least important phase of which is the care of the hair.

If you are worried about the condition of your hair; if it is weak, impoverished, falling out, or affected with dandruff, dryness, or over-treatment, do as millions of others (both men and women) have done, and try "Harlene Hair-Drill."

From today onwards, there are to be distributed one million hair-health outfits free of all cost—each outfit to contain a Complete "Outfit" for the care of the hair.

Every man and woman can have this priceless wealth of beautiful hair if he or she will only devote two minutes a day to the practice of the wonderfully successful "Harlene Hair-Drill." To-day, too, you can prove the truth of this statement without fee or obligation.

The whole process takes no more than two minutes a day, and is enthusiastically praised by a host of "Hair-Drill" devotees for the marvellously refreshing and rejuvenating feeling this every-morning toilet exercise gives before facing the day's work.

A USEFUL AND WELCOME FREE GIFT.

You, as one of the Nation's workers, can secure one of these hair-health outfits at once by simply posting the coupon below, together with your name and address, and 6 annas in stamps, to cover cost of postage and packing of the parcel. Simply send 6 annas in stamps for postage and a Free Harlene Outfit will be sent to your address in any part of the world. Cut out the coupon below and post as directed to-day.

1. A trial bottle of "Harlene," the ideal liquid food and natural growth-promoting tonic for the hair.
2. A packet of the unrivalled "Cremex" Shampoo—the finest purifier and most soothing hair and scalp cleanser, which prepares the head for "Hair-Drill."
3. A bottle of "Derm" Emulsion, which gives the final touch of beauty to the hair, and is most beneficial to those whose scalp is "dry."
4. A copy of the newly-published "Hair-Drill" Manual—the most authoritative and clearly written treatise on the toilet ever produced.

"HARLENE" MAKES ALL THE DIFFERENCE.

In the course of a few days you will find every strand of your hair waking up to new vitality and new strength—you will find a new sparkle and freshness ravivifying the hair and all the lost light and shade, as well as the delicate texture of the hair which have been dulled down, will be awakened, and your hair will rapidly take on a new look of life and beauty.



When your hair is affected by dandruff, dryness, over-treatment, etc., begins to fall out and become brittle, thin and weak, it needs the beneficial treatment of Harlene. Hair-Drill is a free trial outfit. Send for a free trial outfit, using the Free Coupon at directed below.

ENRICH YOUR HAIR TO-DAY.

There is no excuse to-day for any man or woman having thin, brittle, weak or falling hair. "Harlene Hair-Drill" overcomes every kind of hair trouble, no matter from what cause it springs. It preserves the hair in health and it restores sickly hair back to health and beauty once more. You can prove this to-day by self-demonstration and prove it free of cost. Let "Harlene Hair-Drill" enrich your hair and increase its value to you. Simply send 6 annas in stamps for postage and a Free Harlene Outfit will be sent to your address in any part of the world. Cut out the coupon below and post as directed to-day.

After a Free Trial you will be able to obtain supplies of "Harlene" and "Cremex" Shampoo Powders from all Bazaar and Drug Stores throughout India.

Any or all of the preparations will be sent on receipt of 6 annas extra for postage direct from Edwards, Harlene, Ltd., 20, 22, 24 & 26, Lamb's Conduit Street, London, W.C.1, England. Carriage extra on foreign orders. Cheques and P.O.'s should be crossed.

"HARLENE" GIFT COUPON

Fill in and send to Edwards, Harlene, Ltd., 20, 22, 24 & 26, Lamb's Conduit Street, London, W.C.1, England. Dear Sirs.—Please send me your Free "Harlene" Hair-Drill Enriching Outfit as described above. I enclose 6 annas in stamps for postage in any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, fill this coupon in, and post as directed above.

Hongkong Daily Press.

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This is a powerful blood purifier and is the most effective remedy for all skin diseases. It is a powerful blood purifier and is the most effective remedy for all skin diseases. It is a powerful blood purifier and is the most effective remedy for all skin diseases.
MARTIN'S
APOLASTOL

"SELL THAT THOU HAST."

MR. AUSTIN HOPKINSON'S SELF-DENIAL.

Mr. Austin Hopkinson, M.P., for the Mosley division of Lancashire, has left his £30,000 mansion to live on the canal side in an old barn, which he has converted into a neat little bungalow. He gave the mansion, Pycroft Hall, Audenshaw, to the local council, with grounds free of any conditions whatever, together with twenty houses, which cost him £750 per house some twelve months ago. The council took up their quarters in the spacious Tudor mansion this Easter. Mr. Hopkinson disposed of the furniture partly by private treaty and many people acquired astonishing bargains—and partly by giving articles away.

Mr. Hopkinson has gone so far in his plan to live the life of a working man that a short time ago he gave his limousine car to his chauffeur, who has started a motor business, and now the M.P. pays the fare to his former servant whenever he wants to travel by car. Although eminently successful in business as an engineer, Mr. Hopkinson is determined to show by precept that he is sincere when he talks about sacrifice as the only way of avoiding revolution in Great Britain. By the profit sharing scheme at his model works the greater the profits the less money he receives.

Mr. Hopkinson is not yet forty. He is a son of the late Professor Hopkinson, Vice-Chancellor of Manchester University, and is an Oxford man who took high degrees. He served during the war, first as an officer. After being discharged and being rejoin as a private and went to Parliament as a private.

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Cargo to/Overland Points U.S. in connection with Great Northern Northern Pacific
 and Chicago, Milwaukee & St. Paul Railways.

JUSHIMI MARU (omitting Manila) ... Tuesday, 31st May, at 11 a.m.
 KATORI MARU ... Friday, 17th June, at 11 a.m.
 KASHIMAZUMARU (omitting Manila) ... Tuesday, 15th July, at 11 a.m.
 SUWA MARU ... Friday, 23rd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
 Port Said and Marseilles.

KAMO MARU ... Monday, 16th May, at 11 a.m.
 IYO MARU ... Friday, 27th May, at 11 a.m.
 ATSUBA MARU ... Friday, 10th June, at 11 a.m.
 SHIDZUOKA MARU ... Friday, 24th June, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
 Island, Townsville & Brisbane.

AKI MARU ... Monday, 23rd May, at 11 a.m.
 TANGO MARU ... Tuesday, 31st June, at 11 a.m.
 NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK via Panama. Middle of June.

SOUTH AMERICAN PORTS via OABP.

AWA MARU ... Saturday, 18th June.

BOMBAY & COLOMBO via Singapore.

TAJIMA MARU ... Sunday, 22nd May.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... End of May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 22nd May, at 11 a.m.

SHANGHAI KOBÉ & YOKOHAMA.

KIRIN MARU ... Sunday, 16th May.

MUROBAN MARU ... Friday, 20th May.

KAGA MARU ... Thursday, 26th May, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA**

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MINISTRY OF SHIPPING.

WORK PERFORMED WITH "REMARK-
 ABLE EFFICIENCY."

It was natural that, during the war, very little should be known by the general public about the operations of the Ministry of Shipping. Indeed, its full significance is scarcely realised; but when its history comes to be written in detail it will be found that this department was by no means least in its influence upon the result of the war. Formed at the beginning of 1917, the Ministry was really a development of an existing branch of the Admiralty, which was responsible for all sea transport under the guidance of the Director of Transports; but its functions were enlarged, and, under Sir Joseph Macleay, the first and last Shipping Controller, it engaged in shipping, shipbuilding, and auxiliary services; it controlled and managed, through agents in most parts of the British Isles and the Allied and neutral countries of the world, about three-quarters of the world's shipping; it built vessels in the United Kingdom, every shipyard in the United States, and in many parts of the Empire, Japan, China, and Canada; it transported the British and Allied Armies, with their munitions, stores, etc., to and from the war zones; and it took over and managed the bulk of the ex-enemy merchant marine. The staff during the war consisted of very largely of leading men from the various branches of the shipping industry, and many of these placed their time and services at the disposal of the country without remuneration. The administrative and financial sides were managed principally by trained civil servants from the older departments of State.

The Ministry's most anxious time came in the first few months of its existence. The German submarine campaign was in full swing, and in April, 1917, no less than 500,000 tons of shipping was sunk. The building of new ships became imperative, and orders were placed in every available yard. A very large amount of neutral tonnage was also requisitioned or hired, and merchant ship construction was accelerated by the Ministry's scheme of about 500,000 tons of Dutch tonnage, was requisitioned and manned by British crews, and the shipping hired included 1,000,000 tons from Norway, 250,000 tons from Sweden, and the whole of the Greek tonnage. All available Belgian ships were also controlled by the Ministry. Private shipyards were extended with the aid of the Ministry, the national shipyards were laid down, and every effort was made to combat the submarine danger.

Then came the armistice, and since that time the Ministry has been engaged in six important tasks:—

- (1) Transport of troops, prisoners of war, and material.
- (2) Supervision of British requisitioned ships until release.
- (3) Management of Government-owned vessels and neutral requisitioned ships.
- (4) Liquidation of shipbuilding programme.
- (5) Sales of ships, machinery, etc.
- (6) Preparation of British reparation claims relating to shipping.

Figures up to date are not available, but from the armistice to the end of July last no fewer than 7,388,783 troops were carried by the Ministry's ships. During the same period 270,000,000 was realised by the sale of Government-owned merchant vessels and 24,210,000 by the sale of minesweepers and other auxiliary vessels for the Admiralty. All these operations required a large staff, and the maximum number employed at headquarters was reached at the end of November, 1918, when there were 1,763 persons engaged, of whom 940 were women. In addition there were 211 messengers, charwomen, and cleaners. An other 2,000 people were employed in the various British and foreign ports to which the operations of the Shipping Control extended on October 1st, 1919, the number of the headquarters staff had been reduced to 1,508, and the "outside" staff to 282. The next twelve months saw further reductions to 961 and 141 respectively, and when the duties of the Ministry were absorbed by the Board of Trade at the end of March it is expected that a total staff of only 670 will be handed over. This includes 120 typists, messengers, register clerks, and charwomen, and the remainder 370 are in the finance section, a branch which has been found to cost about 1 per cent. of the amount saved by its operation. The cash receipts and payments of the Ministry for the two years 1918-20 averaged about £27,000,000 a month, and the cost of the salaries of headquarters staff represented about 1s. 10d. per £100 dealt with. Since its formation up to last year the Ministry's total expenditure amounted to over £750,000,000, of which about £260,000,000 is recoverable or has been recovered from Allied and Colonial Governments, shipowners, and other sources.

The sections of the staff which will be transferred to the Board of Trade are those dealing with finance, reparations, and ship management, and transport, and of these, the most important is the first. Colonel Leslie Wilson, the Parliamentary Secretary to the Ministry, told the House of Commons recently that this branch alone is saving the country £750,000 a month, while its cost for the same period is only £23,000. The reparations for German claims for ships sunk by German submarines and claims have been put in to the extent of £700,000,000. The ship management section has to deal with 250 vessels—surrendered German ships and prizes of war—which are still under Government management; and the transport section, which was formerly a department of the Admiralty, will deal entirely with the work of the mercantile marine, as a sub-department of the Board of Trade. The Select Committee on National Expenditure reported very favourably on the work of the Ministry of Shipping, which, they stated, "had been performed with remarkable efficiency." The salaries paid to the staff, the committee reported, "were economical, and certainly not excessive for the work which had to be performed."

Of the departments which are being wound up, the Ministry of Shipping is unique in that it has been under the direction of one head throughout the whole of its existence. Sir Joseph Macleay has earned the goodwill of the shipowners with whom his department has had to deal, and is regarded by the members of his staff as an ideal chief.

(Continued at foot of next column.)

FOR YOUR STOMACH'S SAKE.

"Take a little wine for your stomach's sake" may have been sound advice, when it was first written, but take a little thought for your stomach's sake is excellent and necessary advice, nowadays.

The stomach of the ordinary man or woman, who has "three" meals a day, and lives to be seventy, will perform its digestive duties over seventy-five thousand separate times.

And if it fails once, the consequence is discomfort. If it fails occasionally, the discomfort may develop into pain, but if it fails frequently, there is no escape from that most common and most serious complaint—indigestion.

The symptoms of indigestion are known to all—a distaste for food, pain after eating, head-aches, bilious attacks, wind, constipation and a "fagged out" feeling.

Remembering all this, you will understand that the stomach deserves and demands a little thought; and if, for any reason, it has lost tone and strength—lost its natural efficiency—it should be gently toned and strengthened by the use of the ideal stomach tonic, Mother Seigel's Syrup.

The medicinal extracts of which Mother Seigel's Syrup is made tone up and strengthen the stomach in a remarkable manner and also regulate the liver and bowels to that natural state of activity without which you never can be well.

"Some years ago," says Mrs. M. Halsekom, of 18, Fishery Rd., Port Elizabeth, "I had occasion to use Mother Seigel's Syrup for a deranged stomach, which weakened my whole system. I was next door to being helpless, and it even made my nervous system, so much so, that I was afraid to venture out of doors for fear of faintness overcoming me."

"My food gave me little or no nourishment, and at times would quite upset me, bringing on a nauseous feeling. I suffered almost daily from sick headaches. I was unable to carry out my ordinary duties. I tried ordinary medicines, but derived no benefit."

"My sister, who was using Mother Seigel's Syrup for indigestion, induced me to try that remedy, as she was deriving great benefits from its use."

"I did so, and was rewarded by an almost immediate relief. Thus encouraged I continued the use of Mother Seigel's Syrup. My health gradually improved, and this continued until I was completely restored to my former health and strength."

If you have stomach or liver trouble, copy the example of thousands of one-time sufferers, and take a short course of Mother Seigel's Syrup. A few doses, taken daily after meals, for a while, will convince you that the Syrup does really assist a weakened or disordered digestive system.

It is because Mother Seigel's Syrup provides real help that it is still—after fifty years' testing—the best-known remedy for indigestion and kindred stomach and liver disorders. Test it yourself, to-day.

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In Red Blotches On Baby. Was Continually Scratching. Lost Rest.

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Cuticura Soap to cleanse, purify, and beautify. Cuticura Ointment to soothe, soften and heal, are ideal for every-day toilet and nursery purposes.

Send 10c. in stamps for a box of Cuticura Soap and Ointment. Sold everywhere. Write to J. C. Cuticura, P.O. Box 100, Lowell, Mass., U.S.A. Also by mail order to J. C. Cuticura, 25, Abchurch Lane, London, E.C. 4, England.

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KEATING'S

reported, "were economical, and certainly not excessive for the work which had to be performed."

Of the departments which are being wound up, the Ministry of Shipping is unique in that it has been under the direction of one head throughout the whole of its existence. Sir Joseph Macleay has earned the goodwill of the shipowners with whom his department has had to deal, and is regarded by the members of his staff as an ideal chief.

Daily Telegraph.

INDO-CHINA

STEAM NAVIGATION COMPANY LIMITED

SAILINGS, SUBJECT TO ALTERATION

STRAITS & CALCUTTA ... "LAISANG" ... Sat. 14th May, 1 p.m.
 TIENTSIN ... "CHIFSHING" ... Tues. 17th May, 11 p.m.
 SHANGHAI & TIENTSIN via SWATOW ... "TUNGSHING" ... Tues. 17th May, Noon.
 HAIPHONG via HUIHOW ... "LOKANG" ... Wed. 18th May, 9 a.m.
 MANILA ... "YUENSANG" ... Fri. 20th May, 3 p.m.
 BANGKOK via SWATOW ... "CHUNSHANG" ... Tues. 24th May, Noon.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from a Calcutta steamer proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when in direct route.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Obotse.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

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S.S. "LAISANG" will be despatched on or about Saturday, May 15th, at 1 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET-
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GENERAL MANAGERS

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Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Das Hongkong
 S.S. "GLENGYLE" ... 19th May.
 S.S. "GLENGOYLE" ... 21st May.
 S.S. "GLENNAVY" ... 10th June.

HOMEWARDS.

Vessel ... Discharges
 S.S. "GLENNIFFER" ... about 24th May ... GSWA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

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(KAWASAKI STEAMSHIP CO.)

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 Vice-President: Mr. K. MATSUZAKI
 Managing Director: Mr. MATSUYA AKI

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
 Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—
 Twenty steamers of about 9,100 tons deadweight each.
 Two steamers of about 6,400 tons deadweight each.
 (Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KAISEN KAISHA
 No. 2, Bana, Koyu.

SHIPPING NEWS

ARRIVALS.

May 12th.
Alcot, British str., 2,786 tons, Capt. E. H. Poulcked, from Singapore, with a general cargo.—Tuen Kee.
Chung Hing, Chinese str., 240 tons, Capt. Wm. Ross, from Hongkong, with a general cargo.—Chong Fat.
Sultan van Koolen, Dutch str., 1,114 tons, Capt. W. Daybunter, from Hongkong, in ballast.—Asiatic Petroleum Co.

May 13th.
Asia, Chinese str., 688 tons, Capt. A. Lathovatsky, from Saigon, with rice.—Nam Soon.
China, American str., 3,193 tons, Capt. F. W. Wise, from Singapore, with a general cargo.—China Mail S.S. Co.
Chipsing, British str., 1,190 tons, Capt. J. F. Matthews, from Weihaiwei, with a general cargo.—J. M. & Co.
Coasting, British str., 1,432 tons, Capt. C. A. Robertson, from Bangkok and Swatow, with a general cargo.—J. M. & Co.

Maimeu, British str., 841 tons, Capt. C. E. Page, from Hongkong, with a general cargo.—Po Shun S.S. Co.
Kirin Maru, Japanese str., 3,900 tons, from Singapore, with a general cargo.—N.Y.K.
Lashan Maru, Japanese str., 1,506 tons, Capt. T. Yasukawa, from Shanghai and Swatow, with a general cargo.—N.Y.K.
Wanda, British str., 870 tons, Capt. T. G. Meadows, from Shanghai, with oil.—Asiatic Petroleum Co.
Zangchiang, Chinese str., 401 tons, Capt. A. H. Brown, from Swatow, with a general cargo.—Yuen Cheong Lee.

CLEARANCES.

May 13th.
Haitung, for Swatow.
Haitung, for Saigon.
Katama, for Shanghai.
Kiku Maru, for Takao.
Loonhsang, for Manila.
Lushan Maru, for Canton.
Yangtze Kiang, for Hoibow.
Taito Maru, for Chingwantao.
Persia Maru, for Takao.
Shunhsing, for K. C. Wan.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Nagasaki on May 12th, left there at 4 p.m. the same day, was due at Shanghai at 4 p.m., yesterday, and will leave Shanghai at noon, to-day (May 14th), and is due at Manila on May 17th, at daylight.
The a.s. *Wenatchee* is expected at Hongkong from the United States, via Shanghai, on May 15th.

VESSELS EXPECTED.

Aberdeen (Admiral line), from Shanghai, due May 22nd.
Anchises (Blue Funnel), due May 19th.
Belleville (Blue Funnel), due May 19th.
Bendora ("Ben" line), due May 14th.
Decatur (Blue Funnel), due May 31st.
Edmore (Admiral line), from Shanghai, due May 23rd.
Empress of Asia, due May 10th, at 8 a.m.
Kaga Maru (N.Y.K.), from London, due May 25th.
Kamo Maru (N.Y.K.), from Japan, due May 15th.
Kirin Maru (N.Y.K.), from Calcutta, due May 14th.
Mentor (Blue Funnel), due June 11th.
Muroran Maru (N.Y.K.), due May 19th.
Taiyo Maru (T.K.K. & Co. Gen. Manager), due Hongkong May 23rd.
Tango Maru (N.Y.K.), from Sydney, due May 21st.
West Jester (Waterhouse line), due May 15th.
Yangtze (Blue Funnel), due June 11th.
Yokohama Maru (N.Y.K.), due June 12th.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, Whit Sunday, May 15th, 1921. Holy Communion (7.50 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) Cathedral Choir. Responses, Ferial; Venite, Barnaby; Psalms, 68 (Woodward, Cooke); To Deum, Oakley in F; Benedicite; Jones (4th evening); Anthem, "Come, Holy Ghost." Attwood; Hymn, 154. N.B.—Psalms 68 verses 1, 2, 7, 8, 11, 12, 13, 20, 24, 25, 29, 33, in unison; Hymn 154, verses 1, 4, 5, in unison.
Holy Communion (12 Noon.) Evening Song (6 p.m.) Responses; Ferial; Psalms, 104 (O.M. and Traverser); Magnificat, Trent (7th morning); Nunc Dimittis, Barnaby; Hymn, 157, 158, 159. N.B.—Psalms 104, verses 1, 7, 20, 31, 34, 35, 36, in unison; Hymn, 156, verse 2 in unison; Hymn, 156, verses 1, 2, 5, in unison.

UNION CHURCH (Kennedy Road).

Sunday Services, May 15th.
Morning Service at 11 a.m., Hymns, 134, 139, 454, 458; Subject of Sermon, "Christian Reunion." Evening Service at 6 p.m., Hymns, 144, 147, 51, 131; Subject of Sermon, "The Lamb of God." Communion after Evening Service. Preacher, Rev. J. Kirk Macdonald.

CHURCH OF ENGLAND MILITARY SERVICES.

Whitsunday, May 15th, 1921.
7 a.m., Holy Communion, Hospital, Bowen Road.
9 a.m., Parade Service, Cathedral.
11 a.m., Parade Service and Holy Communion, Lyemun Barracks.
6.40 p.m., Evening Service, Hospital, Bowen Road.
6.45 p.m., Evening Service, Chaplain's Room.
First Church of Christ Scientists, MacDonnell Road, Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

C.P.O.S.

HONGKONG TO VANCOUVER
via Shanghai, Nagasaki, ("Mojo"), Kobe & Yokohama
Steamers: *Empress of Japan*, May 17, June 7; *Empress of Asia*, May 26, June 15; *Monteagle*, June 14, July 8; *Empress of Russia*, June 23, July 11; *Empress of Japan*, July 10, Aug. 3; *Empress of Asia*, July 31, Aug. 8.
THREETRANSCONTINENTAL TRAINS DAILY
Connecting Steamers
CANADA TO LIVERPOOL
METACAMA, June 16, June 25; *Empress of France*, June 21, June 28; *Metacama*, July 13, July 24; *Empress of France*, July 19, July 26; *Empress of France*, Aug. 13, Aug. 20.
Allotment of accommodation on these steamers held here and through tickets issued. Early application necessary. Other sailings to London, Southampton, Glasgow, Antwerp & Havre. For fares apply to—
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"COLOMBIA" ... sailing June 11th, 1921.
"ECUADOR" ... sailing Aug. 10th, 1921.
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To VANCOUVER & SEATTLE (via MANILA)
"West Isen" 25th May
(To LOS ANGELES & SAN FRANCISCO (via HONOLULU))
"West Carmona" 10th June
Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for
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FOR JAVA.
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S.S. "SAMARANG MARU" ... sailing beginning June.
FOR JAPAN.
Ports of call:—Mojji, Kobe and Yokohama.
S.S. "BORNEO MARU" ... sailing on or about 15th May.
S.S. "CHERIBON MARU" ... sailing on or about 22nd June.
For further particulars please apply to—
K. SUZUKI, Manager,
No. 5, Queen's Road Central.
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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN"
Steamers: *Persia Maru*, 4,000 tons, May 14th, at 10.30 a.m.; *Taiyo Maru*, 5,000 tons, May 27th; *Siberia Maru*, 70,000 tons, June 10th; *Tenyo Maru*, 20,000 tons, June 21st; *Korea Maru*, 20,000 tons, July 1st; *Shinyo Maru*, 20,000 tons, July 16th.
* Calling at Dairen instead of Nagasaki. * Omitting Shanghai.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO
via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALVADOR, BALBOA, CALLAO, MOYLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.
Steamers: *Senjo Maru*, 14,000 tons, May 15th; *Rakuyo Maru*, 17,500 tons, June 10th; *Choyo Maru*, 17,500 tons, July 11th.
* Cargo only.
For full information regarding passengers freight and sailings, apply to—
Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
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SAILING FROM
HONGKONG for SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
S.S. "CHINA" May 18th S.S. "NANKING" June 15th S.S. "NILE" July 13th
SAILING FROM
HONGKONG for MANILA
S.S. "NANKING" June 4th
SAILING FROM
HONGKONG for SINGAPORE
S.S. "CHINA" July 22nd S.S. "NILE" June 25th
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
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30th May.
This vessel offers excellent cabin accommodation for saloon passengers.
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will be despatched to
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VETARZO
HONGKONG HARBOR REPORTS
of the LEGISLATIVE COUNCILS for the session 1919.
Revised by the Members
PAIOT
DAILY PRESS (OFFICE). \$5.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:
ADDRESSES
Philabank ... From Shanghai
Thomas, Swire ... Peking
Captain Purkin, Hongkong Hotel ... Shanghai
Lewis ... Shanghai
Pointon, Steamship Bureau ... Hankow
Tr. Laaman ... Vladivostok
Paris Riata, Hongkong Hotel ... Shanghai
Extrane ... Osk
Given ... Osk
Young, Tit, Foo, Great Eastern Hotel (3) ... Shanghai
Ngo Ohow Fu, Deinghung ... Tokio
Hwokse Seylen Street ... Shanghai
431 ... Shanghai
Man Shun, Loong, 17, Wing ... Yokohama
Tang Ming Kung Takee ... Shanghai
Wong See Kung, 38, Queens Road ... Kobe
Yungchob ... Yinkow

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:
ADDRESSES
Caldwell, c/o Hayward ... Singapore
Chinamercia ... Mexico
E. Remedios, 7, Mosque St. ... Macao
Imbert ... Paris
Stephen, St. John S. Place ... Rome
Woodberry ... Bangkok

WEATHER REPORT.

May 13th at 11.55.—Pressure has decreased slightly from Weihaiwei to Shanghai and from Indo-China to Yip.
The depression over Amoy has lifted up and that to the east of Formosa has probably moved north-eastward.
Depressions are still shown over Indo-China and to the north of Borneo.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 18.68 inches against an average of 15.39 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
District Forecast.
Hongkong to Gap Rock (S) winds, moderate, squally, occasional rain.
rmosa Channel (S) winds, moderate, occasional rain.
with coast of China between Hongkong and Lamook (S) winds, moderate.
South coast of China between Hongkong and Hainan (S) winds, moderate.

HONGKONG TIDE TABLE

From May 13th to 20th, 1921.

Day	Date	High Water		Low Water	
		Time	Height	Time	Height
Sat	14	4.0	4.4	7.15	3.9
Sun	15	4.0	4.4	7.15	3.9
Mon	16	3.53	5.7	11.0	1.8
Tue	17	3.51	5.0	11.21	3.6
Wed	18	3.50	5.4	0.32	2.9
Thur	19	7.38	5.8	0.39	1.1
Fri	20	7.40	6.2	1.16	2.3
		8.38	5.1	2.14	1.8
		9.11	4.8	2.53	1.2

SUNRISE AND SUNSET.

HONGKONG TIME FOR MAY.

Date	Sunrise	Sunset
May 14th	5.43 a.m.	6.56 p.m.
May 15th	5.43 a.m.	6.57 p.m.
May 16th	5.43 a.m.	6.57 p.m.
May 17th	5.43 a.m.	6.57 p.m.
May 18th	5.42 a.m.	6.58 p.m.
May 19th	5.42 a.m.	6.58 p.m.
May 20th	5.41 a.m.	6.59 p.m.
May 21st	5.41 a.m.	6.59 p.m.
May 22nd	5.41 a.m.	6.59 p.m.
May 23rd	5.40 a.m.	7.00 p.m.
May 24th	5.40 a.m.	7.00 p.m.
May 25th	5.39 a.m.	7.1 p.m.
May 26th	5.39 a.m.	7.1 p.m.
May 27th	5.39 a.m.	7.2 p.m.
May 28th	5.38 a.m.	7.3 p.m.
May 29th	5.38 a.m.	7.3 p.m.
May 30th	5.38 a.m.	7.3 p.m.
May 31st	5.38 a.m.	7.4 p.m.
June 1st	5.38 a.m.	7.4 p.m.

C. W. JEFFRIES,
Chief Assistant.

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OF JAPAN
TOILET WATER
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AND

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Sailings from Hongkong.

"KNIGHT COMPANION" ... via Panama Canal ... 1st June.

"CITY OF MADRAS" ... via Suez Canal ... 15th June

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HONGKONG AND CANTON. REISS & CO., CANTON.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

For	Steamer	To Sail
SHANGHAI	"CHINKIANG"	On 14th May, 4 P.M.
SHANGHAI & TIENTSIN	"SUIYANG"	On 15th May, 2 P.M.
AMOY	"TEAN"	On 16th May, 2 P.M.
SWATOW & BANGKOK	"CHUSAN"	On 17th May, 10 A.M.
SHANGHAI & PUHOU	"EZECHIEL"	On 17th May, Noon.
WUHAIR, CHEFOO & TIENTSIN	"KUEICHOW"	On 18th May, 4 P.M.
AMOY & HANGHAI	"SUNNING"	On 19th May, Noon.
SHANGHAI & TIENTSIN	"CHERAN"	On 21st May, 4 P.M.
HOIHOW, PAKHOI & H'PHONG	"KAIKONG"	On 22nd May, 9 A.M.

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"WAIHONG"	Capt. W. C. Pasmore	TUESDAY, May, 17th, at 11 Noon.
"HAIKING"	Capt. A. B. Seward	FRIDAY, May, 20th, at 11 Noon.
"HAIKONG"	Capt. W. Cooper	TUESDAY, May, 24th, at 11 A.M.

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EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NAGOYA"	7,000	16th May 11th	Manila, London & Antwerp
"FLASSY"	7,346	11th June	do.
"DELTA"	8,000	25th June	do.
"SYRIA"	7,000	22nd July	do.
"KALYAN"	9,000	5th Aug.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" 8,100 31st May Calcutta via Suez, Pango & Poon

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	29th May	Sandakan, Thursday Island
"EASTERN"	4,500	9th June	Townsville, Brisbane, Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

"ALIPORE"	—	2nd May	Japan via Shanghai
"FLASSY"	7,346	20th May	Shanghai only.

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ATLAS MARU Wednesday 18th May

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" Sunday, 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"INDO MARU" Sunday, 22nd May.

"HAQUE MARU" Thursday, 5th June.

DELI & BANGKOK via SAIGON & SINGAPORE Regular monthly service

"KISHU MARU" Wednesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S.A. via connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" Thursday, 25th May.

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"HUMATRA MARU" Tuesday, 21st May.

NEW ORLEANS LINE via SUEZ—Tuesday, 31st May.

"SUMATRA MARU"

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama

KE FLUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KALU MARU" Sunday, 15th May.

"AMAKUSA MARU" Sunday, 22nd May.

TAKAO via SWATOW & AMOY—Thursday, 19th May.

"KISHU MARU"

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building. [30]

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Dep. Hongkong for Australia

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"WENATCHEE" Freight only	July 25th	Aug. 18th
"KEYSTONE STATE" Freight only	Aug. 3rd	Sept. 15th

S.S.	For MANILA	Sailing
"ABERCOS" Freight only	May 17th	May 17th
"WENATCHEE" Freight only	May 17th	May 17th

FOR PORTLAND DIRECT

(Calling Kobe & Yokohama)

S.S. "MONTAGUE" Freight only	June 4th
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Passenger and Freight Particulars.

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AGENTS.

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